

Grant, November 6, 1997, Exemption No. 6696

Docket No.: 22441.

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.433(c)(1)(iii), 121.440(a), 121.441(a)(1) and (b)(1), appendix F to part 121 and Special Federal Aviation Regulation No. 58, paragraph 6(b)(3)(ii)(A).

Description of Relief Sought/

Disposition: To permit the petitioner to combine recurrent flight and ground training and proficiency checks for United Airlines, Inc.'s pilots in command, second in command, and flight engineers in a single annual training and proficiency evaluation program, i.e., a single-visit training program.

Grant, November 6, 1997, Exemption No. 3451K

Docket No.: 26952.

Petitioner: Regional Airline Association.

Sections of the FAR Affected: 14 CFR 61.3 (a) and (c).

Description of Relief Sought/

Disposition: Permits the establishment of special procedures that enable an operator to issue to its flight crewmembers, on a temporary basis, confirmation of any required crewmember certificate based on information contained in the operator's approved record system.

Grant, November 6, 1997, Exemption No. 5560B

[FR Doc. 97-30775 Filed 11-21-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

DATES: The meeting will be held on December 18, 1997, at 10 a.m. Arrange for oral presentations by December 8, 1997.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Miss Jean Casciano, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9683; fax (202) 267-5075; e-mail

Jean.Casciano@faa.dot.gov.

SUPPLEMENTARY INFORMATION:

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Executive Committee to be held on December 18, 1997, at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC, 10 a.m. the agenda will include:

- A vote on a proposed recommendation on electronic signatures
- Update on the status of the effort to define a strategy for expediting the completion of old ARAC tasks and recommendations
- Update on the status of the Overflights of the National Parks effort
- Update on the Rulemaking Business Process Reengineering effort
- Administrative issues

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by December 8, 1997, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on November 18, 1997.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-30771 Filed 11-21-97; 8:45 am]

BILLING CODE 4910-03-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Manchester Airport, Manchester, NH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to use the revenue from a Passenger Facility Charge at Manchester Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before December 24, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airport Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Alfred Testa, Jr., Airport Director for Manchester Airport at the following address: Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire, 03103.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Manchester under section 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT:

Priscilla A. Scott, PFC Program Manager, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (617) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a Passenger Facility Charge (PFC) at Manchester Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On October 29, 1997, the FAA determined that the application to use the revenue from a PFC submitted by the City of Manchester was substantially complete within the requirements of section 158.25 of part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than December 31, 1997.

The following is a brief overview of the use application.

PFC Project #: 97-06-C-00-MHT
Level of the proposed PFC: \$3.00
Charge effective date: January 1, 1993
Estimated charge expiration date:
 October 1, 1998

Estimated total net PFC revenue:
 \$1,626,000

Brief description of project: Upgrade
 Runway 6-24

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: On demand Air Taxi/Commercial Operators (ATCO).

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER**

INFORMATION CONTACT.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103.

Issued in Burlington, Massachusetts on November 4, 1997.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 97-30777 Filed 11-21-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33502]

Portland & Western Railroad, Inc.— Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

Portland & Western Railroad, Inc. (PNWR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire¹ and, to the extent it does not already have such authority, to operate 62.74 miles of rail lines owned by The Burlington Northern and Santa Fe Railway Company in the State of Oregon, described as follows: (1) Between (a) BN milepost 16.87 near Bowers Junction and BN milepost 18.83 near Bendemeer, (b) BN milepost 18.83 to BN milepost 21.26, and (c) BN milepost 21.50 to BN milepost 22.00 at or near Orenco, a distance of approximately 4.89 miles; (2) between BN milepost 17.07 at Bowers Junction and BN milepost 27.84 near Banks, a distance of approximately 10.77 miles; (3) between BN milepost 4.68 near Hillsboro and BN milepost 10.28 near Forest Grove, a distance of

approximately 5.60 miles; (4) between BN milepost 25.52 near St. Marys Junction and BN milepost 26.71 near St. Marys, a distance of approximately 1.19 miles; (5) between BN milepost 31.28 near Greton and BN milepost 64.70 near Hopmere, a distance of approximately 33.42 miles; and (6) between BN milepost 10.00 at or near United Junction and BN milepost 16.87 at or near Bowers Junction, a distance of approximately 6.87 miles.²

PNWR expected to commence operations on or about November 14, 1997, the effective date of the exemption.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33502, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on: Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381-0796.

Decided: November 17, 1997.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 97-30787 Filed 11-21-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 555X)]

CSX Transportation, Inc.— Abandonment Exemption—in Alachua County, FL

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon approximately 1.41 miles of its line of railroad between milepost AR-716.89 and milepost AR-715.48 at the end of track, in High Springs, Alachua County, FL. The line traverses United States Postal Service Zip Code 32643.

² PNWR states that it currently operates most of the lines under lease authority obtained in *Portland & Western Railroad, Inc.—Lease and Operation Exemption—Lines of Burlington Northern Railroad Company*, Finance Docket No. 32766 (ICC served Jan. 5, 1996).

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic moving over the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—*

Abandonment—Goshen, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on December 24, 1997, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by December 4, 1997. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by December 15, 1997, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Charles M. Rosenberger, Senior Counsel, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$900. See 49 CFR 1002.2(f)(25).

¹ PNWR states that it is buying the rail, track materials, and other personal property necessary for rail service and that it is acquiring an exclusive rail easement over the underlying property.