consolidate training functions at RTC Yorktown and Aviation Technical Training Center (ATTC) Elizabeth City, North Carolina.

3. Fill the unused classroom and dormitory spaces at all the training centers with non-training functions.

4. Maintain the status quo.

Training Center (TRACEN) Petaluma, California; TRACEN Cape May, New Jersey; Reserve Training Center (RTC) Yorktown, Virginia; and Aviation Technical Training Center (ATTC) Elizabeth City, North Carolina, would be directly affected by the ''action'' alternatives. Minor components of other Coast Guard facilities currently in leased spaces in Wildwood, NJ, Oklahoma City, OK, and Chesapeake, VA, may also be involved in the actions resulting from the OTI Initiative. The number of people affected at these facilities would be small in comparison to the total facility population; therefore, environmental and socioeconomic impacts to these facilities and host communities are expected to be minimal.

At the end of the 30-day public comment period announced in this notice and after considering input from the public, the Coast Guard will prepare the PEA. The PEA will evaluate a full range of resources for each alternative, including socio-economics, land use, infrastructure/transportation, hazardous materials and waste management, biological resources, cultural resources, air quality, noise, and water resources and will also identify a preferred alternative. Other resources, including geology, soils, and bathymetry, are not expected to be affected from the action and may not be evaluated in detail.

Once the PEA is approved for public review by the Commandant of the Coast Guard, it will be widely distributed. The PEA is anticipated to be available for public review in March 1999. This will once again be announced in the **Federal Register** and a second 30-day public comment period will follow to provide the public with the opportunity to comment on the environmental assessment. Formal hearings will be held at all communities in which there is substantial public interest. At the conclusion of this public comment period, the Commandant will weigh appropriate information and make a final decision. The NEPA process will conclude with the publication of this decision in the **Federal Register**.

Dated: November 16, 1998.

T.J. Barrett,

Director of Reserve and Training Directorate.

[FR Doc. 98–30991 Filed 11–18–98; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–98–21]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

CORRECTION: Federal Express.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before December 9, 1998.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC–200), Petition Docket No. ____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: 9–NPRM–CMTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC–200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3132.

FOR FURTHER INFORMATION CONTACT: Brenda Eichelberger (202) 267–7470 or Terry Stubblefield (202) 267–7624, Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on November 13, 1998.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29347.
Petitioner: Rhino Aviation.
Sections of the FAR Affected:
14 CFR 135.299(a).
Description of Relief Sought:
To permit J & A pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

Docket No: 28820.
Petitioner: Northern Air Cargo, Inc.
Sections of the FAR Affected:
14 CFR 119.67(a)(1).
Description of Relief Sought:
To allow Mr. Leonard F. Kirk to continue to serve as Director of Operations for NAC without holding an airline transport pilot certificate.

Docket No: 26734.
Petitioner: Sierra Industries, Inc.
Sections of the FAR Affected:
14 CFR 91.9(a) and 91.531(a)(1) and (2).
Description of Relief Sought:
To permit Sierra to continue to permit certain qualified pilots of its Cessna Model 500 Citation airplanes (Serial Nos. 0001 through 0349 only) equipped with supplemental type certificat4e (STC) No. SA8176SW or STC No. SA09377SC and either STC No. SA2172NM or STC No. SA645NW to operate those aircraft without a pilot who is designated as second in command.

Docket No: 29151.
Petitioner: Aramco Associated Company (AAC).
Sections of the FAR Affected:
14 CFR 91.609(c).
Description of Relief Sought:
To permit AAC to continue to operate its four Bell Model 212 helicopters (Registration Nos.N701H, N705H, N748H, and N749H; Serial Nos. 35096, 35088, 35060, and 35061, respectively) in part 91 operations until January 31, 2000, without a digital flight data recorder installed in each of those aircraft.

Docket No: 29355.
Petitioner: Crow Executive Air, Inc. (CEA).
Sections of the FAR Affected:
14 CFR 135.299(a).
Description of Relief Sought:
To permit CEA pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

Docket No: 29342.
Petitioner: Airbus Industrie.

Sections of the FAR Affected:
14 CFR 61.77(a).
Description of Relief Sought:
To permit Airbus to obtain special purpose pilot authorizations for 50 of its pilots to ferry newly manufactured U.S.-registered aircraft from France and Germany to the United States for delivery to a U.S. airline. The pilots will not be carrying persons or property for hire on these new aircraft.

Docket No: 29363.
Petitioner: Charter Fleet International.
Sections of the FAR Affected:
14 CFR 135.299(a).
Description of Relief Sought:
To permit CFI pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

Docket No.: 29361.
Petitioner: Columbia Helicopters, Inc. (CHI).
Sections of the FAR Affected:
14 CFR 135.152(a).
Description of Relief Sought:
To permit CHI to operater 5 Boeing Chinook Model BV–234 and 12 Boeing/Kawasaki Vertol 107 Model BV/KV–107–II helicopters under part 135 without a Federal Aviation Administration (FAA)-approved digital flight data recorder installed in each aircraft.

Docket No.: 26297.
Petitioner: Fairchild Aircraft Incorporated.
Sections of the FAR Affected:
14 CFR 91.531(a)(3).
Description of Relief Sought:
To permit Fairchild to continue to allow its type-rated company pilots to conduct production and experimental test flights in SA227–CC and SA227–DC Metro 23 airplanes without a pilot designated as second in command (SIC). It also would continue to permit all operators of Fairchild commuter category airplanes (SA227–CC, SA227–DC, and other airplanes on the same type certificate) to conduct flight operations without a designated SIC pilot, provided the airplane is type certificated for single-pilot operations and is carrying nine or fewer passengers.

Docket No.: 29353.
Petitioner: The Air Group, Inc. (AGI).
Sections of the FAR Affected:
14 CFR 135.299(a).
Description of Relief Sought:
To permit AGI pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

Docket No.: 28732.
Petitioner: Counsel for Vieques Air Link, Inc.
Sections of the FAR Affected:
14 CFR 121.356 and 121.591 through 121.713.
Description of Relief Sought:
To permit Vieques to operate its Britten-Norman BN–2A Mark III Tri-Islander aircraft in scheduled operations without a traffic alert and collision avoidance system installed on those aircraft and without meeting the dispatching and flight release requirements set forth in subparts U and V of part 121.

Dispositions of Petitions

Docket No.: 28673.
Petitioner: Counsel for the Experimental Aircraft Association (EAA) Blatt, Hammesfahr & Eaton.
Sections of the FAR Affected:
14 CFR 91.315, 119.5(g), and 119.21(a).
Description of Relief Sought/Disposition:
To permit EAA to operate its B–17, which holds a limited airworthiness certificate, for the purpose of carrying its members for compensation or hire in its former military vintage airplane.
Disposition, Date, Exemption No.
GRANT, October 30, 1998, Exemption No. 6541A.

Docket No.: 26710.
Petitioner: Skydive DeLand, Inc.
Sections of the FAR Affected:
14 CFR 105.43(a).
Description of Relief Sought/Disposition:
To permit Skydive to allow nonstudent parachutists who are foreign nationals to participate in parachute jumping events sponsored by Skydive without complying with the parachute equipment and packing requirements.
Disposition, Date, Exemption No.:
Grant, October 30, 1998, Exemption No. 5542C.

Docket No.: 29216.
Petitioner: Mid East Jet, Inc.
Sections of the FAR Affected:
14 CFR 25.813(e).
Description of Relief Sought/Disposition:
To permit installation of interior doors between passenger compartments on a Boeing 757–200 series airplane.
Disposition, Date, Exemption No.
Partial Grant, October 19, 1998, Exemption No. 6834.

Docket No.: 28696.
Petitioner: Federal Express.
Sections of the FAR Affected:
14 CFR 25.1423(c).
Description of Relief Sought/Disposition:
Disposition, Date, Exemption No.
Partial Grant, August 28, 1998, Exemption No. 6652A.
Correction to: Partial Grant and Exemption No.

Docket No.: 29224.
Petitioner: Bombardier Aerospace.
Sections of the FAR Affected:
14 CFR C36.3(c).
Description of Relief Sought/Disposition:
To permit the sideline noise certification requirement for Bombardier de Havilland Canada DHC–8 Dash 8 Series 400 airplane to be demonstrated based on the requirement contained in section 3.3.1(a)(2) of Volume 1, Chapter 3 of Annex 16 (Amendment 5) to the Convention on International Civil Aviation (ICAO).
Disposition, Date, Exemption No.
Grant, October 19, 1998, Exemption No. 6833.

[FR Doc. 98–30932 Filed 11–18–98; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA; Certification Task Force

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given that the next plenary meeting of the RTCA Certification Task Force will be held December 2, 1998, starting at 9:00 a.m., at RTCA, 1140 Connecticut Avenue NW., Suite 1020, Washington, DC. This task force is reviewing the ''end-to-end'' certification of advanced avionics systems and, keeping safety as a first priority, developing recommendations for improving the timeliness and reducing the costs of certification.

This meeting agenda will include: (1) Welcome and Introductory Remarks by Task Force Co-chairs Mr. Tony Broderick (former FAA associate administrator and now consultant to Airbus and Mr. Ed Stimpson (General Aviation Manufacturers Association); (2) Task Force Working Group Presentations. The presentations will focus on initial observations and will outline initial recommendations. Time will be allocated for questions, answers, and general discussion.

Attendance is open to the interested public but limited to space availability. With the approval of the co-chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact RTCA at (202) 833–9339 (phone), (202) 833–9434 (fax), or dclarke@rtca/org (e-mail). Members of the public may present a