

respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations and practices with its trading partners in Europe and Canada.

One area ARAC deals with is training and qualification issues. These issues involve training and qualification of air carrier crewmembers and other air transport employees.

As part of the Federal Aviation Reauthorization Act of 1996, the Administrator was directed to appoint a task force consisting of appropriate representatives of the aviation industry to conduct certain studies. The Act directed that the FAA conduct: (1) A two-part study directed at (a) identifying standards and criteria for pre-employment testing for air carrier pilot applicants and (b) standards and criteria for pilot training facilities that would incorporate this pre-employment screening; (2) a study to determine if the practice of some employers requiring individuals to pay for training is in the public interest; and (3) a study to determine whether current minimum flight time requirements applicable to an individual seeking employment as an air carrier pilot is sufficient to ensure public safety.

#### The Tasks

This notice is to inform the public that the FAA has asked ARAC to conduct the following studies:

1. Identify standards and criteria for pre-employment screening of air carrier pilot applicants that would measure the psychomotor coordination, general intellectual capacity, instrument and mechanical comprehension, and overall physical and mental fitness of pilots applying for employment with air carriers. The second half of this study would be directed toward addressing training facilities that could be licensed by the Administrator to ensure the incorporation of pre-employment screening standards and criteria;
2. Determine if the practice of some air carriers to require employees or prospective employees to pay for their own training or obtain experience is in the public interest; and
3. Determine whether current minimum flight time requirements applicable to an individual seeking employment as a pilot with an air carrier are sufficient to ensure public safety.

The FAA has asked that ARAC provide the findings of the studies, including background, economic analysis, other related guidance material, and collateral documents. In

addition, the reports should be submitted in a format suitable for presentation to Congress. The final report on the findings of the task numbered 1 is due to the FAA by January 1999. The final reports on the findings of the tasks numbered 2 and 3 are due to the FAA by August 1997.

#### ARAC Acceptance of Tasks

ARAC has accepted the tasks and has chosen to establish three working groups: The Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group, the Air Carrier Pilot Pay for Training Working Group, and the Air Carrier Minimum Flight Time Requirement Working Group. The Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group has been assigned task number 1, the Air Carrier Minimum Flight Time Requirement Working Group has been assigned task number 2, and the Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group has been assigned task number 3.

The working groups will serve as staff to ARAC to assist ARAC in the analysis of the assigned tasks. Working group recommendations and reports must be reviewed and approved by ARAC. If ARAC accepts the working groups' recommendations and reports, it forwards them to the FAA as ARAC recommendations.

#### Working Group Activity

The working groups are expected to comply with the procedures adopted by ARAC. As part of the procedures, the working groups are expected to:

1. Recommend a work plan for completion of the tasks, including the rationale supporting such a plan, for consideration at the Training and Qualifications issues meeting held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed studies, prior to proceeding with the work stated in item 3 below.
3. Draft appropriate documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate.
4. Provide a status report at each Training and Qualifications issues meeting.

#### Participation in the Working Groups

The aforementioned working groups will be comprised of individuals having an interest and expertise in the assigned task areas. Working group members will be selected by the ARAC assistant chair,

ARAC assistant executive director, and working group chair(s).

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public. Meetings of the working groups will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on January 10, 1997.

Thomas Toula,

*Assistant Executive Director for Training and Qualifications Issues, Aviation Rulemaking Advisory Committee.*

[FR Doc. 97-1767 Filed 1-23-97; 8:45 am]

BILLING CODE 4910-13-M

#### [Summary Notice No. PE-97-5]

#### 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.

**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 February 13, 1997.

**ADDRESS:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket No. (AGC-200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: [nprmcmts@faa.dot.gov](mailto:nprmcmts@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, D.C. 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Fred Haynes (202) 267-3939 or Angela Anderson (202) 267-9681 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, D.C., on January 21, 1997.

Michael E. Chase,  
Acting Assistant Chief Counsel for Regulations.

#### Dispositions of Petitions

*Docket No.:* 132CE.

*Petitioner:* Raytheon Aircraft Company.

*Sections of the FAR Affected:* 14 CFR 23.25, 23.29, 23.235, 23.471, 23.473, 23.477, 23.479, 23.481, 23.483, 23.485, 23.493, 23.499, 23.723, 23.725, 23.726, 23.727, 23.959, 23.1583(C)(1) and (2), Appendix C23.1, Appendix D23.1, through Amendment 23-52

*Description of Relief Sought:* To permit the petitioner to modify the Raytheon Model 390 airplane landing gear loads and associated airframe loads required by 14 CFR Part 23. *GRANT, December 12, 1996, Exemption No. 6558.*

*Docket No.:* 18324.

*Petitioner:* American Airlines, Inc.

*Sections of the FAR Affected:* 14 CFR 43.3(a) and 121.709(b)(3).

*Description of Relief Sought:* To permit American Airlines, Inc. to allow its properly trained and certificated flight engineers to stow passenger supplemental oxygen masks during flight and to make the appropriate entry in the aircraft maintenance logbook. *GRANT, November 21, 1996, Exemption No. 2678I.*

*Docket No.:* 24800.

*Petitioner:* Tennessee Air Cooperative, Inc.

*Sections of the FAR Affected:* 14 CFR 103.1(e)(1).

*Description of Relief Sought:* To permit Tennessee Air Cooperative, Inc. to operate powered ultralight vehicles with an empty weight of up to 350 pounds to accommodate physically disabled persons. *GRANT, November 29, 1996, Exemption No. 5001D.*

*Docket No.:* 25636.

*Petitioner:* IAE International Aero Engines AG.

*Sections of the FAR Affected:* 14 CFR 21.325(b) (1) and (3).

*Description of Relief Sought:* To amend Exemption No. 4991, to permit export airworthiness approvals to be issued for Class I products (engines) assembled and tested in the United Kingdom (UK), and for Class II and III products manufactured in the IAE consortium countries of Italy, Germany, Japan, and the UK. *GRANT, November 26, 1996, Exemption No. 4991D.*

*Docket No.:* 26649.

*Petitioner:* Boeing Commercial Airplane Group.

*Sections of the FAR Affected:* 14 CFR 25.562.

*Description of Relief Sought:* To amend Exemption 5436, which gives relief from the floor warpage testing requirements for flight deck seats in the Boeing 777-300 airplanes, to limit that exemption to Boeing 777 series airplanes only and apply only to crew seats on the flight deck. Flight attendant or passenger seats are not exempted. *GRANT, January 3, 1997, Exemption No. 5436A.*

*Docket No.:* 26821.

*Petitioner:* MCI Telecommunications.

*Sections of the FAR Affected:* 14 CFR 61.57(d).

*Description of Relief Sought:* To allow MCI Telecommunications pilots in command (PICs) who hold an airline transport pilot (ATP) certificate to maintain night takeoff and landing recency of experience requirements through a combination of training in Level C and Level D flight simulators, actual aircraft landings, and periodic night training, subject to certain conditions and limitations. *DENIAL, December 11, 1996, Exemption No. 6560.*

*Docket No.:* 26845.

*Petitioner:* University of North Dakota.

*Sections of the FAR Affected:* 14 CFR 141.65.

*Description of Relief Sought:* To permit University of North Dakota to continue to recommend graduates of its approved certification courses for flight instructor certificates and ratings without those graduates taking the FAA practical test. *GRANT, November 22, 1996, Exemption No. 5546B.*

*Docket No.:* 26855.

*Petitioner:* Academics of Flight.

*Sections of the FAR Affected:* 14 CFR 141.65.

*Description of Relief Sought:* To permit Academics of Flight to recommend graduates of its approved certification courses for airline transport

pilot (ATP) certificates and ratings without those graduates taking the FAA written test. *GRANT, November 22, 1996, Exemption No. 6553.*

*Docket No.:* 26914.

*Petitioner:* Air Transport Association of America.

*Sections of the FAR Affected:* 14 CFR 121.583(a).

*Description of Relief Sought:* To permit Air Transport Association of America member airlines and other similarly situated part 121 certificate holders to carry FAA air traffic controllers and certain technical representatives in the cockpit observer's seat of all-cargo aircraft without meeting the passenger-carrying requirements of part 121. *GRANT, November 27, 1996, Exemption No. 5562B.*

*Docket No.:* 26966.

*Petitioner:* Airman Flight School, Inc.

*Sections of the FAR Affected:* 14 CFR 141.65.

*Description of Relief Sought:* To permit Airman Flight School, Inc. to recommend graduates of its approved certification course for flight instructor certificates and ratings without those graduates having to take the FAA written or practical tests. *GRANT, November 22, 1996, Exemption No. 5559B.*

*Docket No.:* 27001.

*Petitioner:* Jetstream Aircraft Limited.

*Sections of the FAR Affected:* 14 CFR 25.562(c)(5) and 25.785(a).

*Description of Relief Sought:* To allow relief from compliance with the Head Injury Criterion of part 25 for the front row passenger seats of the Jetstream Model 4100 airplane until December 31, 1997. *GRANT, December 23, 1996, Exemption No. 5587D.*

*Docket No.:* 27155.

*Petitioner:* Saab Aircraft AB.

*Sections of the FAR Affected:* 14 CFR 25.562(c)(5).

*Description of Relief Sought/Disposition:* To allow relief from compliance with the Head Injury Criterion of part 25 for the front row seats of the SAAB 200 airplane until September 30, 1997. *GRANT, December 23, 1996, Exemption No. 5623D.*

*Docket No.:* 27193.

*Petitioner:* Rocky Mountain Holdings, L.L.C.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought:* To allow the petitioner to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *GRANT, December 18, 1996, Exemption No. 5774B.*

*Docket No.:* 27196.

*Petitioner:* Stephen L. Gelband.  
*Sections of the FAR Affected:* 14 CFR 121.434(e).

*Description of Relief Sought/Disposition:* To permit Tower Air, Inc. to use flight attendants who were formerly employed by Garuda Indonesia Airlines (Garuda) to act as required flight attendants on Hadj flights without each of those flight attendants having received 5 hours of supervised operating experience as required by part 121. *GRANT, November 22, 1996, Exemption No. 5628B.*

*Docket No.:* 27227.

*Petitioner:* Zuckert, Scoutt & Rasenberger, LLP.

*Sections of the FAR Affected:* 14 CFR 121.434(e).

*Description of Relief Sought/Disposition:* To permit World Airways, Inc. to use flight attendants who were formerly employed by Garuda Indonesian Airlines (Garuda) and Malaysian Airlines (MAS) to act as required flight attendants on certain flight operations, limited to Hadj flights only, without each of those flight attendants having received 5 hours of supervised operating experience required by part 121. *GRANT, November 22, 1996 Exemption No. 5640B.*

*Docket No.:* 27294.

*Petitioner:* Air Transport Association of America.

*Sections of the FAR Affected:* 14 CFR 121.3099f(2).

*Description of relief Sought/Disposition:* To permit Air Transport Association of America member airlines to locate the aft megaphone at door 4-left on their Boeing 747 aircraft. *GRANT, December 3, 1996 Exemption No. 6140A.*

*Docket No.:* 27911.

*Petitioner:* Lider Taxi Aereo S.A.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit the petitioner to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 21, 1996 Exemption No. 6549.*

*Docket No.:* 28058

*Petitioner:* Blackhawk International Airways.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/Disposition:* To permit Blackhawk

International Airways to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *GRANT, December 3, 1996 Exemption No. 6022A.*

*Docket No.:* 28220.

*Petitioner:* Air Transport Association of America.

*Sections of the FAR Affected:* 14 CFR 121.571(a)(1)(i) and 121.585(i)(1), (2) (3), and (4).

*Description of Relief Sought/Disposition:* To permit part 121 certificate holders to omit certain smoking and exit seating announcements from their passenger safety briefings. *DENIAL, December 12, 1996, Exemption No. 6559.*

*Docket No.:* 28440.

*Petitioner:* Companhia Eletromecanica Celma.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit Companhia Eletromecanica Celma to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 22, 1996, Exemption No. 6546.*

*Docket No.:* 28470.

*Petitioner:* Compoende Aeronautica LTDA.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit Compoende Aeronautica LTDA to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 21, 1996, Exemption No. 6550.*

*Docket No.:* 28492.

*Petitioner:* Varig S.A.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit Varig S.A. to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST),

formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 21, 1996, Exemption No. 6552.*

*Docket No.:* 28576.

*Petitioner:* Taxi Aereo Marilia S.A.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit Taxi Aereo Marilia S.A. to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 22, 1996, Exemption No. 6548.*

*Docket No.:* 28593.

*Petitioner:* Empresa De Aerotaxi E Manutencao Pampulha LTDA.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit Empresa De Aerotaxi E Manutencao Pampulha LTDA to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 21, 1996, Exemption No. 6551.*

*Docket No.:* 28649.

*Petitioner:* Motores Rolls-Royce Limitada.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit Motores Rolls-Royce to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 22, 1996, Exemption No. 6545.*

*Docket No.:* 28663.

*Petitioner:* Goodyear Do Brasil Produtos De Borracha LTDA.

*Sections of the FAR Affected:* 14 CFR 145.47(b).

*Description of Relief Sought/Disposition:* To permit Goodyear De

Brasil Produtos De Borracha LTDA to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment. *GRANT, November 21, 1996, Exemption No. 6547.*

*Docket No.: 28670.*

*Petitioner: Joseph W. Frederick.*

*Sections of the FAR Affected: 14 CFR 121.383(c).*

*Description of Relief Sought/*

*Disposition:* To permit the petitioner to act as a pilot in operations conducted under part 121 after reaching his 60 birthday. *DENIAL, December 3, 1996, Exemption No. 6556.*

*Docket No.: 28682.*

*Petitioner: Michael Thomas McQuillen.*

*Sections of the FAR Affected: 14 CFR 121.383(c).*

*Description of Relief Sought:* To permit the petitioner to act as a pilot in operations conducted under part 121 after reaching his 60th birthday. *DENIAL, December 3, 1996, Exemption No. 6555.*

[FR Doc. 97-1779 Filed 1-23-97; 8:45 am]

BILLING CODE 4910-13-M

#### [Special Committee 172]

#### **RTCA, Inc.; Future Air-Ground Communications in the VHF Aeronautical Data Band (118-137 MHz)**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held February 12-14, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will be as follows: Wednesday, February 12: (1) Plenary Convened at 9:00 a.m. for 30 minutes: (2) Introductory Remarks; (3) Review and Approval of the Agenda; (4) Working Group (WG)-2, VHF Data Radio Signal-in-Space MASPS; Report on ICAO AMCP Activity; and Continue Refinement of Upper Layers. Thursday, February 13: (5) WG-2 Continues; (6) WG-3, Review of Activities in VHF Digital Radio MOPS Document Program. Friday, February 14: (7) Plenary Reconvenes at 9:00 a.m.: (8) Review and Approval of the Minutes of the Previous Meeting; (9) EUROCAE WG-47 Report; (10) Reports from WG's 2 & 3 Activities;

(11) Reports on CSMA Validation and FAA Vocoder Activity; (12) Review Issues List and Address Future Work; (13) Other Business; (14) Dates and Places of Next Meetings.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 16, 1997.

Janice L. Peters,

*Designated Official.*

[FR Doc. 97-1778 Filed 1-23-97; 8:45 am]

BILLING CODE 4810-13-M

#### **RTCA, Inc.; Aviation Systems Design Guidelines for Open Systems Interconnection (OSI)**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the Special Committee 162 meeting to be held February 12-13, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Approval of Proposed Meeting Agenda; (3) Approval of the Minutes of the Previous Meeting; (4) Reports of Related Activities Being Conducted by Other Organizations; (5) Final Review of "ATN Avionics MOPS"; (6) Other Business; (7) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 16, 1997.

Janice L. Peters,

*Designated Official.*

[FR Doc. 97-1780 Filed 1-23-97; 8:45 am]

BILLING CODE 4810-13-M

#### **Notice of Intent to Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Cleveland Hopkins International Airport, Cleveland, Ohio**

**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 impose and use the revenue from a PFC at Cleveland Hopkins International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (15 CFR Part 158).

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

Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to William F. Cunningham Jr. A.A.E., Director of the Department of Port Control at the following address: Cleveland Hopkins International Airport, 5300 Riverside Drive, Cleveland, Ohio 44135.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Department of Port Control under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert L. Conrad, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7295). The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Cleveland Hopkins International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On December 23, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Cleveland was substantially complete within the