

Taiwan

In July 1996, the Office of the U.S. Trade Representative and the American Institute in Taiwan concluded with their Taiwanese counterparts an agreement on the licensing and provision of wireless services through the establishment of a competitive, transparent and fair wireless market in Taiwan.

Specifically, the Directorate General of Telecommunications (DGT) and the Taipei Economic and Cultural Representative Office confirmed that: the telecommunication regulatory function and telecommunications service provider function have been entirely separated; DGT would initiate procure to remove the profit cap and draft a new formula for tariff schedules; interconnection agreements between wireless operators and Chunghwa Telecom Co. ("CHT") would be cost-based, transparent, unbundled and non-discriminatory and the terms of such agreements publicly available; DGT would not permit cross-subsidization between CHT's fixed-line and wireless operations; DGT would relax the debt/equity ratio for wireless bidders and not restrict a bidder from obtaining all three regional licenses, subject to the policy that an island-wide licensee is not eligible for a regional license; and DGT would remove unauthorized spectrum users. DGT also agreed to review foreign ownership limitations.

Public Comment: Requirements for Submissions

Interested persons are invited to submit written comments on the operation and effectiveness of the telecommunications trade agreements with Japan, Korea, Taiwan, Mexico, and Canada.

Comments must be filed on or before January 24, 1997. Comments must be in English and provided in 15 copies to: Gloria Blue, Executive Secretary, Trade Policy Staff Committee, Office of the U.S. Trade Representative, 600 17th Street, NW, Washington, D.C. 20508.

Comments will be open to public inspection, except confidential business information exempt from public inspection. Confidential business information must be clearly marked "BUSINESS CONFIDENTIAL" in a contrasting color ink at the top of each page on each of 15 copies, and must be accompanied by a nonconfidential summary of the confidential information. The nonconfidential

summary shall be placed in the file that is open to public inspection.

Federick L. Montgomery,
Chairman, Trade Policy Staff Committee.
[FR Doc. 96-31762 Filed 12-13-96; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Extension of Public Comment Period Regarding Draft Environmental Impact Statement for Proposed Development at Lambert-St. Louis International Airport, St. Louis, MO

AGENCY: Federal Aviation Administration, Central Region, Kansas City, Missouri.

ACTION: Notice of extension of comment period.

SUMMARY: The Federal Aviation Administration (FAA) announces that it has extended the public comment period regarding the Draft Environmental Impact Statement (EIS) for a proposed new parallel runway and associated proposed development at Lambert-St. Louis International Airport. A revised and updated list of references has been provided to reviewers of the Draft EIS and placed in copies of the Draft EIS located at city halls and libraries.

DATES: The comment period, which was scheduled to end December 18, 1996, has been extended an additional thirty (30) days. In order to be considered, written comments must be received on or before January 17, 1997.

ADDRESS: Send comments to Ms. Mo Keane, Federal Aviation Administration, Airports Division, ACE 615B, 601 E. 12th Street, Kansas City, MO 64106-2808.

Issued in Kansas City, Missouri on December 5, 1996.

George A. Hendon,
Manager, Airports Division.

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[Summary Notice No. PE-96-59]

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.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before January 6, 1997.

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: 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, DC 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 December 11, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 12227
Petitioner: National Business Aircraft Association, Inc.

Sections of the FAR Affected: 14 CFR 91.119, 91.409, 91.501(a), 91.503 through 91.535, and 91.515(a)(1)

Description of Relief Sought/Disposition: To permit National Business Aircraft Association, Inc. members to use inspection programs required for large turbojet or turbo-propeller-powered aircraft for their small civil airplanes and helicopters.

GRANT, September 30, 1996, Exemption No. 1637S.

Docket No.: 25053

Petitioner: Crew Pilot Training, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d)(1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To permit the petitioner to use FAA-approved simulators to meet certain flight experience requirements of part 61. *GRANT, October 31, 1996, Exemption No. 6539.*

Docket No.: 26897

Petitioner: Northwest Aerospace Training Corporation

Sections of the FAR Affected: 14 CFR 121.411 (a)(2), (a)(3), and (b)(2); 121.413 (b), (c) and (d); and appendix H to part 121

Description of Relief Sought/

Disposition: To allow certain Northwest Aerospace Training Corporation instructors listed in the petitioner's FAA-approved curriculum to serve as instructors or check airmen in simulators when under contract with part 121 certificate holders who contract with the petitioner, without these persons having received ground and flight training in accordance with a training program approved under subpart N of part 121. Additionally, this exemption as amended permits the petitioner's instructors who serve in advanced simulators, without being employed by the certificate holder for 1 year, to receive applicable training in accordance with the provisions of this exemption. *GRANT, October 31, 1996, Exemption No. 5538C.*

Docket No.: 26957

Petitioner: C.A.E., Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e) (2) and (3), and (g); 61.67(d)(2); 61.157 (d)(1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To allow the petitioner to use Federal Aviation Administration (FAA)-approved simulators to meet certain flight experience requirements of part 61. However, due to recent changes in the Federal Aviation Regulations (FAR), the FAA has determined that it is necessary to amend the petitioner's exemption. *GRANT, October 31, 1996, Exemption No. 5555B.*

Docket No.: 27011

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and

(d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e) (2) and (3), and (g); 61.67(d)(2); 61.157 (d)(1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To allow the petitioner to use Federal Aviation Administration (FAA)-approved simulators to meet certain flight experience requirements of part 61. However, due to recent changes in the Federal Aviation Regulations (FAR), the FAA has determined that it is necessary to amend the petitioner's exemption. *GRANT, October 31, 1996, Exemption No. 5572B.*

Docket No.: 27086

Petitioner: Bombardier, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e) (2) and (3), and (g); 61.67(d)(2); 61.157 (d) (1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To allow the petitioner to use Federal Aviation Administration (FAA)-approved simulators to meet certain flight experience requirements of part 61. However, due to recent changes in the Federal Aviation Regulations (FAR), the FAA has determined that it is necessary to amend the petitioner's exemption. *GRANT, October 31, 1996, Exemption No. 5617B.*

Docket No.: 28513

Petitioner: Evergreen International Aviation, Inc.

Section of the FAR Affected: 14 CFR 135.180(a)

Description of Relief Sought/

Disposition: To permit the petitioner, subject to certain conditions and limitations, to operate certain airplanes in Angola, Africa in direct support of United Nations peacekeeping efforts, without being equipped with approved traffic alert and collision avoidance system (TCAS) equipment. *GRANT, October 25, 1996, Exemption No. 6467B.*

Docket No.: 28660

Petitioner: The Collings Foundation

Sections of the FAR Affected: 14 CFR 91.315, 91.319(a), 119.5(g) and 119.21(a)

Description of Relief Sought/

Disposition: To permit the petitioner to operate its former military Boeing B-17 airplane, that holds a limited airworthiness certificate, and its Consolidated B-24 airplane, that holds an experimental airworthiness certificate, for the purpose of carrying passengers on local flights in return for receiving donations. *GRANT, November 8, 1996, Exemption No. 6540.*

Docket No.: 28673

Petitioner: EAA Aviation Foundation, Inc. and Experimental Aircraft Association, Inc.

Sections of the FAR Affected: 14 CFR 91.315, 119.5(g) and 119.21(a)

Description of Relief Sought/

Disposition: To allow EAA to operate its former military Boeing B-17 airplane, that holds a limited airworthiness certificate, for the purpose of carrying passengers on local flights in return for receiving compensation. *GRANT, November 8, 1996, Exemption No. 6541.*

Docket No.: 28688

Petitioner: Eagle Broadcasting Network, Inc.

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

Description of Relief Sought/

Disposition: To allow the petitioner to operate certain aircraft without a TSO-C112 (Mode S) Transponder installed. *GRANT, October 31, 1996, Exemption No. 6535.*

Docket No.: 28703

Petitioner: Brookville Air Park

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

Description of Relief Sought/

Disposition: To permit the petitioner to operate its Cessna 421 (Registration No. N8AV, serial No. 421B0663) aircraft under part 135 without a TSO-C112 (Mode S) transponder installed. *GRANT, October 25, 1996, Exemption No. 6538.*

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Availability of Solicitation for Center of Excellence (COE) in Airworthiness Assurance

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: The FAA is soliciting competitive proposals from academic institutions to form an airworthiness assurance Center of Excellence (COE). A COE is that entity at a college or university designated as the principal focus for long-term research in selected areas of aviation technology. Centers of Excellence are designated through an evaluation and award procedure established pursuant to Title IX of Public Law 101-508, the FAA Research Engineering and Development Authorization Act of 1990. The FAA will provide long-term funding to establish and operate the COE in support of airworthiness assurance. The grant recipient is required to match FAA funds with non-Federal funding over the term of the grant.