

simulated instrument flights to meet recent instrument experience requirements, in certain Beechcraft airplanes equipped with a functioning throwover control wheel in place of functioning dual controls. *GRANT, May 21, 1998, Exemption No. 6521A.*

Docket No.: 28905.

Petitioner: Petroleum Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 135.152(a).

Description of Relief Sought/

Disposition: To permit the petitioner to operate two Bell 214st helicopters and one Bell 412SP helicopter, currently owned by PHI, that are not equipped with approved flight data recorders. *GRANT, May 21, 1998, Exemption No. 6713A.*

Docket No.: 28955.

Petitioner: James W. Shafer.

Sections of the FAR Affected: 14 CFR 91.307(c).

Description of Relief Sought/

Disposition: To permit Mr. Shafer to permanently mount and use a Ballistic Recovery Systems, Inc. (BRS), 1050 ballistic parachute in his Rans S-10 experimental category aircraft in lieu of the individual approved parachutes required by § 91.307(c). *DENIAL May 21, 1998, Exemption No. 6767.*

Docket No.: 28434.

Petitioner: Mercy Air Service, Inc.

Sections of the FAR Affected: 14 CFR 135.142(c)(2).

Description of Relief Sought/

Disposition: To permit the petitioner to operate certain aircraft without a TSO-C112 (Mode S) transponder installed. *GRANT, May 21, 1998, Exemption No. 6769.*

Docket No.: 28977.

Petitioner: Freight Runners Express, Inc.

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

Description of Relief Sought/

Disposition: To permit the petitioner to operate its Beechcraft B-99A aircraft without a TSO-C112 (Mode S) transponder installed. *GRANT, May 21, 1998, Exemption No. 6768.*

Docket No.: 29181.

Petitioner: Northwest Airlines.

Sections of the FAR Affected: 14 CFR 93.217.

Description of Relief Sought/

Disposition: To permit Northwest, who holds two international slots at O'Hare, to conduct domestic operations utilizing the two subject international slots. Northwest may trade these two slots on a one-for-one basis at the same airport; these slots may not be bought, sold, or

leased. *GRANT, May 27, 1998, Exemption No. 6766.*

[FR Doc. 98-14711 Filed 6-2-98; 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 change in time of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a change in time for a special meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee (63 FR 8315, February 19, 1998).

DATES: The meeting to be held on June 26, 1998, will begin at 10 a.m.

ADDRESSES: The meeting will be held at the U.S. Department of Transportation, 400 Seventh Street, SW., Room 6244-6248, 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 June 26, 1998, at the U.S. Department of Transportation, 400 Seventh Street, SW., Room 6244-6248, Washington, DC, 10 a.m. The agenda will include:

- A vote on a revised proposed task concerning Flight Time Limitations and Rest Requirements.

- An update on the status of the Fuel Tank Harmonization Working Group effort.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by June 16, 1998, 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**. A copy of the revised proposed task being put to a vote may also be obtained from that person.

Issued in Washington, DC, on May 28, 1998.

Brenda D. Courtney,

Acting Executive Director, Aviation Rulemaking Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Orange, Santa Ana, Garden Grove, Westminster, Seal Beach, Los Alamitos and Unincorporated Parts of Orange County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Orange County, California.

FOR FURTHER INFORMATION CONTACT: C. Glenn Clinton, Chief, District Operations—South, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814-2724, Telephone: (916) 498-5037.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans) and the Orange County Transportation Authority (OCTA), will prepare an environmental impact statement (EIS) on a proposal to improve State Route 22 (SR-22) in Orange County, California. The project area includes SR-22 from SR-55 to I-405 (20.1 km), as well as a section of the former Pacific Electric right-of-way between SR-22 in the City of Garden Grove and Raitt Street in the City of Santa Ana (4.5 km), and I-405 from SR-22 to I-605 (5.3 km) inclusive of the freeway-to-freeway interchanges, (28.2 km). It is known collectively as the SR-22/West Orange County Connection.

The SR-22/West Orange County Connection has insufficient capacity on the freeway and major adjacent surface streets to handle existing and projected travel demand between the SR-55 interchange and I-605, and to and from destinations within the corridor. The situation is aggravated by inadequate freeway interchanges, lack of