or to request special assistance at the meeting, contact the Executive Director as soon as possible.

Dated: October 23, 1998.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 98–29045 Filed 10–28–98; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–98–20]

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 November 19, 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, D.C. 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, D.C. 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, D.C., on October 26, 1998.

Gary A. Michel,

Acting Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29323.

Petitioner: Million Air-Salt Lake City.

Sections of the FAR Affected: 14 CFR 61.157(g)(2).

Description of Relief Sought: To permit Million Air pilots to meet the flight training and testing requirements of 61.157 in a Level C flight simulator at a training facility that is not certificated under Part 142.

Docket No.: 26163.

Petitioner: US Airways, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(3); 61.56(h)(1), (2), and (3); 61.57(c)(3) and (d)(2); 61.58(e); 61.64(e)(3); 61.65(e)(2), and (g)(1) and (3); 61.67(c)(4) and (d)(2); 61.158(d)(1); 61.191(d); and 61.197(e).

Description of Relief Sought: To permit US Airways and persons who contract for services from US Airways to continue to use FAA-approved flight simulators to meet flight experience requirements described by those sections of part 61 without holding a certificate required by 14 CFR part 142.

Docket No: 28921.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 91.211(b)(1)(ii).

Description of Relief Sought/ Disposition: To permit the operation of Cessna Model 750 Citation X (Citation X) aircraft at altitudes between flight level (FL) 350 and FL 510 without requiring at least one pilot at the controls of the airplane to wear and use FAA-approved oxygen mask.

Disposition, date, Exemption No. Denial, September 30, 1998, Exemption No. 6817.

Docket No.: 29032.

Petitioner: Lake Area Technical Institute.

Sections of the FAR Affected: 49 U.S.C. 40103(a)(37)(B).

Description of Relief Sought/ Disposition: To permit Lake Area Technical Institute to operate its Beechcraft Model U–21A aircraft (Beech U–21A) as a public aircraft.

Disposition, Date, Exemption No.

Denial, September 30, 1998, Exemption No. 6816.

Docket No.: 29204.

Petitioner: The Boeing Company.

Sections of the FAR Affected: 14 CFR 25.562(b)(2), 25.562(c)(5), and 25.562(c)(6).

Description of Relief Sought/ Disposition: To permit dynamic testing of he pilot/co-pilot seats without the specified misalignment floor warpage test requirements for pilots and co-pilots seats; to remove Head Injury Criterion from the pass/fail requirements for dynamic testing of the pilot (co-pilot seats only); and to allow the use of rational analysis in lieu of actual dynamic testing for the pilot/co-pilot and observer seats.

Disposition, Date, Exemption No.

Partial Grant, October 1, 1998, Exemption No. 6819.

Docket No.: 29228.

Petitioner: PSA Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.433(c)(1)(iii) and 121.441(a)(1) and (b)(1) and appendix F.

Description of Relief Sought/ Disposition: To permit PSA to establish an annual single-visit training program (SVTP) for its flight crewmembers and eventually transition to the advanced qualifications program (AQP) codified in Special Federal Aviation Regulation 58.

Disposition Date, Exemption No.

Grant, October 8, 1998, Exemption No. 6821.

[FR Doc. 98–29044 Filed 10–28–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: St. Francois County, Missouri

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The RHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for proposed improvements to the transportation system in St. Francois County, Missouri.

FOR FURTHER INFORMATION CONTACT: Mr. Donald Neumann, Programs Engineer, FHWA Division Office, 209 Adams Street Jefferson City, MO 65101, Telephone: (573) 636–7104 or Mr. Scott Meyer, District Engineer, Missouri

Department of Transportation, P.O. Box 160, Sikeston, MO 63801, Telephone: (573) 472–5333.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare an EIS for a proposed project to improve Missouri Route 8, located at the cities of Desloge and Park Hills in St. Francois County, Missouri.

The proposed action is considered necessary to improve the safety and efficiency of Missouri Route 8. Alternatives under consideration include (1) taking no action, (2) implementing Transportation System Management (TSM) options, (3) upgrading and improving the existing roadways, and (4) constructing a new four-lane roadway from a point west of the Route P (west) intersection to U.S. Route 67 to the east, or Route 32 to the south, on a full or partial relocation. The location study conducted during preparation of the EIS will provide definitive alternatives for evaluation by the EIS. The proposed action will likely include transportation improvements in St. Francois County from west of Route P to U.S. Route 67 or Route 32.

The scoping process will involve all appropriate federal, state, and local agencies, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. Preliminary comments and information are currently being solicited from agencies. Prelocation meetings were held in November 1996. Preliminary improvement and relocation concepts were presented at public information meetings held in May 1998. Additional public meetings will be held to engage the regional community in the decision making process and to obtain public comment. Late in the study, a public hearing will be held to present the findings of the draft EIS (DEIS). The DEIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or to the MoDOT at the addresses provided above.

(Catalog of Federal domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12373 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued: October 16, 1998.

Donald L. Neumann,

Programs Engineer, Jefferson City.

[FR Doc. 98–29023 Filed 10–28–98; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Florida East Coast Railway Company (Waiver Petition Docket Number FRA–1998–4648)

The Florida East Coast Railway Company (FEC) seeks a waiver of compliance from certain provisions of the Railroad Power Brake and Drawbars regulations, 49 CFR Section 232, in order to administer a test program involving a test train equipped with an Electronically Controlled Pneumatic Brake (ECPB) system, manufactured by GE Harris Railway Electronics, L.L.C. (GE Harris), that operates from a radio signal. FEC has the support of GE Harris in this pilot test program that is tentatively scheduled to run from November 1998 through July 1999. This test program would need relief from 49 CFR 232, Appendix B, Specifications and Requirements for Power Brakes and Appliances For Operating Power-Brake Systems For Freight Service, as well as, other areas of Part 232 that reference the control of train brakes by increasing or reducing brake pipe pressure.

An FEC aggregate unit train will be used for this test program. Approximately 100 aggregate cars (plus 10 spare rail cars) and a group of four FEC GP–40–3, 3000 hp locomotives, will be equipped with the GE Harris EP_x Direct Braking system. This train will operate as a unit train that makes a daily round trip from Miami to Cocoa (City Point), Florida, and return. In conjunction with FEC crew training, it is GE Harris' intention to provide field support prior to and during the test program. This field support will consist of manning the test rain with capable and knowledgeable personnel.

FEC and GE Harris offers the following information about the GE Harris EP_x Direct Braking system. The system uses electronically controlled brake valves to operate freight car brakes as opposed to solely pneumatically controlled brakes. The EP_x Direct Braking system on this test rain will perform identically to current ECPB trains in operation today. With the EP_x Direct Braking system there is a pneumatically controlled valve which monitors train brake pipe pressure. Should the brake pipe pressure fall at a rate of 16 psi per second (or greater), or if brake pipe pressure falls below 50 psi, the train is automatically placed into an emergency brake application condition. This valve provides a method to apply emergency brakes independent of the electronically controlled brake value mode of operation, thereby incorporating a redundant level of safety on the train analogous to the current emergency brake systems. Another capability of the EP_x Direct Braking system is a full emulation of the current ABDX style valve. This means the entire train can be run using brake pipe pressure to control the train's brakes (traditional pneumatic control mode), as an alternative to the electric mode should the need arise. The EP_x Direct Braking system consists of a Car Control Device, On-Car power source (Power Generator, Voltage Regulator, and Battery), and two antennae mounted to each rail car. Locomotive equipment consists of a Head End Unit (Operator's Interface), Communications Module (Radio and two antennae.

Prior to the actual test program train, GE Harris will functionally verify each pneumatic emulating electronic brake value against required performance parameters at their lab in Melbourne, Florida. A static rail car test will be performed in two separate phases. Phase 1 will validate the ABDX emulating mode of brake value operation. The second phase will validate the communication channel and network integrity. Upon completion of all static and brake rack tests, actual ECPB control will be tested in detail using the communications channel on the Florida East Coast Railroad. These tests will be conducted on sidings and/or controlled (closed to other traffic) track. A Test Readiness Review of all complied data will be conducted, whereby all parties will be provided with the actual test results of each previous test phase and how the results meet the performance requirements necessary to operate a test train safely and confidently. The test train will be assembled and after a week of successful static testing, a moving test