

Issued in Washington, D.C., on January 5, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

### **Petitions for Exemption**

Docket No.: 28024

Petitioner: Sun Country Airlines, Inc.  
Sections of the FAR Affected: 14 CFR part 121

Description of Relief Sought: To allow Sun Country Airlines, Inc., an exemption from the March 1, 1995, compliance date of the final rule "Flight Attendant Duty Period Limitations and Rest Requirements," pending judicial review of the rule in the US District Court. The final rule would require air carriers, air taxi, and commercial operators to provide duty period scheduling limitations and rest requirements for flight attendants engaged in air transportation and air commerce.

### **Dispositions of Petitions**

Docket No.: 25351

Petitioner: USAir

Sections of the FAR Affected: 14 CFR 121.371(a) and 121.378

Description of Relief Sought/

Disposition: To extend Exemption No. 5005, as amended, which allows USAir to utilize certain foreign original equipment manufacturers (OEM) and related repair facilities to perform maintenance, preventive maintenance, and alterations on the components, parts, and appliances produced by these foreign manufacturers and used on British Aerospace BAC-111 and BAE-146, Boeing B-737-300, B-737-400, B-757, and B-767-200ER, and Fokker F-28 and F-100 aircraft operated by USAir.

Grant, December 29, 1994, Exemption No. 5005D

Docket No.: 25506

Petitioner: Department of the Navy  
Sections of the FAR Affected: 14 CFR 91.215(b)

Description of Relief Sought/

Disposition: To allow certain U.S. military aircraft to conduct flight operations in designated airspace above 10,000 feet mean sea level (MSL) without having to operate the transponders of those aircraft.

Grant, December 29, 1994, Exemption No. 5156A

Docket No.: 26101

Petitioner: American West Airlines, Inc.  
Sections of the FAR Affected: 14 CFR 93.123(a)

Description of Relief Sought/

Disposition: To authorize America West to operate four flights (two

arrivals and two departures) at Washington National Airport (DCA).

These "exemption slots" were granted previously to Braniff Airlines under FAA Exemption No. 3927.

Grant, December 1, 1994, Exemption No. 5133F

Docket No.: 26559

Petitioner: Helicopter Association International

Sections of the FAR Affected: 14 CFR 43.3(a)

Description of Relief Sought/

Disposition: To allow properly trained pilots to exchange liquid oxygen (LOX) containers after such containers have been depleted.

Grant, December 16, 1994, Exemption No. 6002

Docket No.: 26983

Petitioner: Martin Aviation

Sections of the FAR Affected: 14 CFR 135.165(b) (6) and (7)

Description of Relief Sought/

Disposition: To allow Martin Air to operate in extended overwater operations using a single operational high frequency (HF) communications systems.

Grant, December 28, 1994, Exemption No. 5598A

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/

Disposition: To extend Exemption No. 5587, as amended, which allows Jetstream Aircraft Limited exemption from §§ 25.562(c)(5) and 25.785(a) in regard to Head Injury Criterion (HIC) for front row passenger seating in Jetstream Series 4100 airplanes.

Partial grant, December 20, 1994, Exemption No. 5587B

Docket No.: 27157

Petitioner: Dornier Luftfahrt GmbH  
Sections of the FAR Affected: 14 CFR 25.562(b)(2)

Description of Relief Sought/

Disposition: To permit Dornier Luftfahrt GmbH exemption from § 25.562(b)(2) floor distortion test requirements for captain's and first officer's seats in Dornier Model 328 airplanes.

Grant, December 20, 1994, Exemption No. 5704B

Docket No.: 27995

Petitioner: American Airlines, Inc.  
Sections of the FAR Affected: 14 CFR 93.123(c)(2) and 93.227(a)

Description of Relief Sought/

Disposition: To allow the operations of large aircraft in certain commuter slots at O'Hare International Airport (ORD) and John F. Kennedy International Airport (JFK). These

large aircraft currently are permitted to operate only in air carrier slots. Additionally, American requests that the FAA exempt the non-use of its commuter slots currently operated with Aerospatiale/Alenia (ATR) aircraft from the use-or-lose requirement of § 93.227(a). Finally, American requests the use of extra sections for commuter aircraft operations at ORD, JFK, and Washington National Airport (DCA), pursuant to §§ 93.123(b) (3) and (4).  
Grant, December 9, 1994, Exemption No. 5996

Docket No.: 27978

Petitioner: Delta 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 of part 61

Description of Relief Sought/

Disposition: To permit Delta to use FAA-approved simulators to meet certain flight experience requirements of part 61.

Grant, December 23, 1994, Exemption No. 5995

[FR Doc. 95-954 Filed 1-12-94; 8:45 am]

BILLING CODE 4910-13-M

### **[Summary Notice No. PE-95-5]**

#### **Petitions for Exemption; Summary of Petitions Received; Disposition 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 February 2, 1995.

**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.

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:** Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

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 December 21, 1994.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### **Petitions for Exemption**

Docket No.: 27609

Petitioner: Mr. Aubrey Mark Shannon  
Sections of the FAR Affected: 14 CFR 91.9 and 91.531

Description of Relief Sought: To amend Exemption No. 5899, which allows the operation of Cessna Citation 500 models (Serial Nos. 0001 through 0349 only) by one pilot without a second-in-command, subject to certain conditions and limitations. The amendment, if granted, would change the business address for M. Shannon & Associated to 4038 128th Avenue SE., Suite 112, Bellevue, Washington 98006, and increase the scope of the exemption to include all Cessna Citation 500, 550, and s550 models.

Docket No.: 27948

Petitioner: E.I. du Pont de Nemours and Company  
Sections of the FAR Affected: 14 CFR 61.57(d)

Description of Relief Sought: To allow pilots employed by DuPont to maintain night takeoff and landing recent experience requirements by extending the time limitations from 90 days to 6 calendar months.

#### **Dispositions of Petitions**

Docket No.: 23901

Petitioner: General Motors Corporation  
Sections of the FAR Affected: 14 CFR 21.197(a)(1)

Description of Relief Sought/

Disposition: To Extend Exemption No. 5136, as amended, which allows General Motors Corporation to operate its Cessna Model 650 aircraft when flaps fail in the up position, without obtaining a special flight permit.  
*Grant, November 22, 1994, Exemption No. 5136C*

Docket No.: 25052

Petitioner: TEMSCO Helicopters, Inc.  
Sections of the FAR Affected: 14 CFR 135.203(a)(1)

Description of Relief Sought/

Disposition: To extend and revise Exemption No. 4760, as amended, which permits TEMSCO and other air taxi/commercial operators (ATCO) to conduct seaplane operations inside Ketchikan, Alaska, class E airspace under Special Visual Flight Rules below 500 feet above the surface. The revision, if granted, would permit aircraft other than seaplanes to operate under the exemption, and would replace "control zone" with "class E airspace."  
*Partial Grant, December 7, 1994, Exemption No. 4760D*

Docket No.: 25337

Petitioner: ERA Aviation, Inc.  
Sections of the FAR Affected: 14 CFR 43.3(g)

Description of Relief Sought/

Disposition: To extend Exemption No. 5582, which allows pilots employed by ERA Aviation, Inc., to remove and reinstall aircraft cabin seats in the company's aircraft.  
*Grant, December 7, 1994, Exemption No. 5582A*

Docket No.: 25731

Petitioner: Experimental Aircraft Association  
Sections of the FAR Affected: 14 CFR 45.25 and 45.29

Description of Relief Sought/

Disposition: To extend Exemption No. 5019C, as amended, which allows the operation of historic military airplanes with 2-inch high nationality and registration marks located under the horizontal stabilizer.  
*Grant, November 22, 1994, Exemption No. 5019C*

Docket No.: 26178

Petitioner: Continental Airlines, Inc.  
Sections of the FAR Affected: 14 CFR 121.358

Description of Relief Sought/

Disposition: To extend Exemption No. 5256, as amended, which extended the compliance date for installation of required windshear equipment in Continental's, American's, Eastern's, and Northwest's aircraft in order to develop, certificate, and implement predictive windshear devices in lieu

of installation of existing reactive windshear systems.

*Denial, December 2, 1994, Exemption No. 5256B*

Docket No.: 26474

Petitioner: Deere & Company  
Sections of the FAR Affected: 14 CFR 21.197(a)(1)

Description of Relief Sought/

Disposition: To amend Exemption No. 5348, as amended, which allows Deere to operate its Cessna Model 650, N400JD, serial number 650-0035, and Model 650 N900JD, serial number 650-213, aircraft without obtaining a special flight permit when the flaps fail in the up position. The amendment allows Deere to add their Cessna Model CE-650, N600JD, serial number 650-0236 to this exemption.  
*Grant, December 6, 1994, Exemption No. 5348C*

Docket No.: 26964

Petitioner: LR Services, Inc.  
Sections of the FAR Affected: 14 CFR 91.115(a) and 135.165(b) (6) and (7)

Description of Relief Sought/

Disposition: To extend Exemption No. 5579, which permits LR Services, Inc., to operate its turbojet aircraft equipped with a single HF radio in extended overwater operations.  
*Grant, November 30, 1994, Exemption No. 5579A*

Docket No.: 26966

Petitioner: Airman Flight School, Inc.  
Sections of the FAR Affected: 14 CFR 141.65

Description of Relief Sought/

Disposition: To extend Exemption No. 5559, which permits Airman Flight School, Inc., to recommend graduates of its approved certification courses for flight instructor certificates and ratings without the graduates having to take the FAA written or practical tests.  
*Grant, November 30, 1994, Exemption No. 5559A*

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 of part 61

Description of Relief Sought/

Disposition: To extend Exemption No. 5572, which permits United Airlines, Inc., to use FAA approved simulators to meet certain flight experience requirements of part 61 of the FAR.  
*Grant, December 13, 1994, Exemption No. 5572A*

Docket No.: 2717

Petitioner: General Electric—Aircraft Engines

Sections of the FAR Affected: 14 CFR 21.325(b)(1)

Description of Relief Sought/  
Disposition: To extend Exemption No. 5637, which allows export airworthiness approvals to be issued for Class I product (engines) from the Toulouse, France and Zurich, Switzerland, facilities of Airbus Industries RIE, SNECMA, and Swissair.

Grant, November 22, 1994, Exemption No. 5637A

Docket No.: 27405

Petitioner: British Airways

Sections of the FAR Affected: 14 CFR 129.18

Description of Relief Sought/  
Disposition: To extend the termination date of Exemption No. 5798, as amended, which permits British Airways to operate Concorde Aircraft that are not equipped with an approved traffic alert and collision avoidance system (TCASII).

Partial Grant, December 6, 1994, Exemption No. 5798B

Docket No.: 27662

Petitioner: Boeing Commercial Airplane Group

Sections of the FAR Affected: 14 CFR 25.807(c)(1) and 25.857(e)

Description of Relief Sought/  
Disposition: To allow carriage of up to five persons in addition to two crewmembers in the flight compartment of the Model 767-300F freighter airplane.

Partial Grant, November 23, 1994, Exemption No. 5993

Docket No.: 27850

Petitioner: Dassault Aviation

Sections of the FAR Affected: 14 CFR 25.562(a) and (c)

Description of Relief Sought/  
Disposition: To allow temporary exemption from the requirements of § 25.562(c) for side-facing sofas in the Falcon Model 2000 airplane.

Partial Grant, November 28, 1994, Exemption No. 5991

Docket No.: 27938

Petitioner: Kuwait Airways

Sections of the FAR Affected: 14 CFR 129.18

Description of Relief Sought/  
Disposition: To permit Kuwait Airways to operate an Airbus A310-308 aircraft without an approved traffic alert and collision avoidance system (TCAS II) between Frankfurt, Germany, and New York, New York.

Denial, December 6, 1994, Exemption No. 5994

[FR Doc. 95-955 Filed 1-12-95; 8:45 am]

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### Type Approval of Differential Global Positioning System (DGPS) Ground Stations Request for Industry Input

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

**SUMMARY:** The Federal Aviation Administration requests information and assistance in exploring various methods and criteria for evaluation and approval of commercially developed ground facilities designed to provide local area augmentation to the Global Positioning System (GPS) by the production and delivery of differential corrections and integrity messages. The FAA will host a meeting of interested parties to provide a forum for information exchange that will assist the agency in evaluating the technical merits, efficiency, and cost effectiveness of the alternative methods under consideration. In addition, interested parties are invited to propose other methods or criteria, not identified in this notice but worthy of consideration, that may improve or expedite the evaluation and approval process. The methods identified thus far for consideration by the FAA are: Mathematical modeling and predictive analysis

Environmental exposure testing  
Bench testing  
Operational testing  
Spurious and harmonic radio frequency emission and sensitivity testing  
Software audit and validation  
Flight testing

In addition to information on these or other testing methods, comments on their relative merit and benefits are welcome.

**DATES:** The meeting will be held on February 7-8, 1995.

**LOCATION:** The site of the meeting will be: The Hotel Sofitel, 425 N. Sam Houston Parkway East, Houston, Texas 77060, (713) 445-9000.

Those persons staying at the hotel must make reservations not later than January 26. Reservations should be requested as the type-acceptance industry meeting group.

**ADDRESSES:** To insure that adequate facilities are available, individuals or organizations that will attend are requested to notify the FAA of their intention to attend. Responses should be mailed to: Federal Aviation Administration, Office of the Associate Administrator for Air Traffic Services, Attn: Airway Facilities Advanced Technologies Implementation Staff, ALM-6, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** William Dixon, Manager, Advanced Technologies Implementation Staff, ALM-6, Airway Facilities Requirements and Life Cycle Management, 800 Independence Avenue SW., Washington, DC 20591; telephone 202-267-9147.

**SUPPLEMENTARY INFORMATION:** The evaluation and approval of DGPS ground facilities is being conducted to support early implementation of Special Category I (SCAT-I) approaches. These efforts are based upon the recommendations of RTCA Special Committee 159, as documented in the Minimum Aviation System Performance Standards DGNSS Instrument Approach System: Special Category I (SCAT-I), DO-217, and the guidance provided by FAA Order 8400.11, IFR Approval for Differential Global Positioning System (DGPS) Special Category I Instrument Approaches Using Private Ground Facilities.

Issued in Washington, DC on January 6, 1995.

**Joaquin Archilla,**

*Director of Airway Facilities.*

[FR Doc. 95-951 Filed 1-12-95; 8:45 am]

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### RTCA, Inc.; Special Committee 172, Twelfth Meeting; Future Air-Ground Communications in the VHF Aeronautical Band (118-137 MHz)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix I), notice is hereby given for Special Committee 172 meeting to be held January 30-February 1, 1995 starting at 9:30 a.m. The meeting will be held at the RTCA Conference Room 1140 Connecticut Avenue, NW, Suite 1020, Washington DC, 20036.

Agenda will be as follows: (1) Introductory remarks; (2) Accept agenda; (3) Review summary of 11th plenary; (4) Review first draft of 8.33kHz MOPS; (5) Review issues necessary (including the layers not in the (MASPS) to proceed with (CSMA, TDMA) VDR MOPS; (6) Begin joint (SC's 172), 165 and AEEC VDR) review, evaluation and selection of CODEC for MOPS, Spec's. for TDMA circuit mode voice applications. (Wednesday, February 1); (7) Other business; (8) Date and place 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