

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 March 9, 1995.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules 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, D.C. 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, D.C., on February 6, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

**Petitions for Exemptions**

*Docket No.:* 27998

*Petitioner:* Petroleum Helicopters, Inc.  
*Sections of the FAR Affected:* 14 CFR 43.3(g)

*Description of Relief Sought:* To permit pilots employed by Petroleum Helicopters, Inc., (PHI) to remove and replace the "quick release" dual controls on PHI's Bell 230 helicopters when maintenance personnel are unavailable.

*Docket No.:* 28066

*Petitioner:* The Boeing Company  
*Sections of the FAR Affected:* 14 CFR 25.562(c)(5) and 25.785(a)

*Description of Relief Sought:* To allow the Boeing Company temporary exemption from the head injury criterion (HIC) of the FAR for front row economy class passenger seats on Boeing Model 777-200 airplanes until April 1, 1996, to implement design solutions.

[FR Doc. 95-4076 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-M

**[Summary Notice No. PE-95-8]**

**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.

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Issued in Washington, DC, on February 6, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

**Petitions for Exemption**

*Docket No.:* 27662

*Petitioner:* Boeing

*Sections of the FAR Affected:* 14 CFR 25.809(f)(1), Amdt. 25-34

*Description of Relief Sought:* To reconsider Exemption No. 5993, originally a Partial Grant, which was issued for the 767-300F freighter airplanes with supernumerary occupants, and which in part denied a petition to allow a rope in lieu of an escape slide at the entry door. The petitioner cites primarily certain difficulties with reconfiguring the intended freighter rope design back to the existing passenger slide design and indicates an inertial reel installation is being developed for this door.

*Docket No.:* 27953

*Petitioner:* Aero Sports Connection, Inc.  
*Sections of the FAR Affected:* 14 CFR part 103

*Description of Relief Sought:* To allow Aero Sports Connection, Inc., to conduct training by approved flight instructors in two-place ultralight vehicles.

*Docket No.:* 28029

*Petitioner:* Boeing Commercial Airplane Group

*Sections of the FAR Affected:* 14 CFR 25.841(a) and 25.1447(c)(1)

*Description of Relief Sought:* To allow the petitioner exemption from the 15,000 foot cabin pressure control system and cabin oxygen system limit requirements of the FAR to facilitate operation of the Boeing 757-200 airplane, currently certified for operation at a maximum airport altitude of 13,300 feet, to an airport altitude of 14,219 feet. This exemption, if granted, will allow the cabin pressure altitude to exceed 15,000 feet when landing at a high altitude airport or in the event of a pressurization failure, and provide automatic presentation of the cabin oxygen masks at 16,000 feet rather than 15,000 feet, as currently required by the FAR.

**Dispositions of Petitions**

*Docket No.:* 21882

*Petitioner:* China Airlines Limited  
*Sections of the FAR Affected:* 14 CFR 61.77 (a) and (b) and 63.23 (a) and (b)

*Description of Relief Sought/Disposition:* To extend and amend Exemption No. 4849, as amended, which permits China Airlines Limited pilots who operate two U.S.-registered Boeing 747-SP, N4508H and N4522V, aircraft to be eligible for special purpose airman certificates. The amendment adds an airbus 300-600R, N88881, aircraft to the list of aircraft that may be operated under this exemption.

GRANT, January 11, 1995, Exemption No. 4849D

Docket No.: 23358

Petitioner: Clarke Environmental Mosquito Management, Inc.

Sections of the FAR Affected: 14 CFR 91.313(c)

Description of Relief Sought/

Disposition: To extend Exemption No. 5010, as amended, which permits Clarke Environmental Mosquito Management, Inc., to carry passengers in restricted category aircraft (specifically two Bell 47G-5 helicopters) while performing aerial-site survey flights.

GRANT, January 18, 1995, Exemption No. 5010C

Docket No.: 25899

Petitioner: Executive Air Taxi Corp.

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

Description of Relief Sought/

Disposition: To permit Executive Air Taxi Corp., pilots to remove and reinstall passenger seats and approved stretcher bases in its single-engine and multi-engine aircraft.

PARTIAL GRANT, December 13, 1994, Exemption No. 5997

Docket No.: 26804

Petitioner: Mr. Jim Gallagher

Sections of the FAR Affected: 14 CFR 21.19(b)(1)

Description of Relief Sought/

Disposition: To permit Mr. Jim Gallagher to apply for a supplemental type certificate instead of a new type certificate for a design change that adds an engine to the Intrprinderea De Constructii Aeronautice (Romania) Model IS-28B2 glider.

PARTIAL GRANT, December 19, 1994, Exemption No. 6013

Docket No.: 27235

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR appendix H, part 121

Description of Relief Sought/

Disposition: To extend Exemption No. 5807, which permits United Airlines, Inc., to conduct second-in-command initial training and checking (including type ratings when appropriate) in accordance with the Phase III simulator requirements of part 121, appendix H, when the simulator does not meet the motion, buffet, and sound requirements for a Phase III simulator.

GRANT, January 23, 1995, Exemption No. 5807A

Docket No.: 27405

Petitioner: Mandarin Airlines Co., Limited

Sections of the FAR Affected: 14 CFR 61.77 and 63.23

Description of Relief Sought/

Disposition: To extend Exemption No.

5592, which permits the issuance of U.S. special purpose pilot and flight engineer certificates to Mandarin's airmen, without meeting the requirement that they hold a current foreign certificate or license issued by a foreign contracting state to ICAO.

GRANT, January 20, 1995, Exemption No. 5592A

Docket No.: 27448

Petitioner: TurboCombustor Technology

Sections of the FAR Affected: 14 CFR 145.45(f)

Description of Relief Sought/

Disposition: To allow TurboCombustor Technology to keep copies of its Inspection Procedures Manual at service document stations throughout the shop. The manuals would be available for review by all supervisory and inspection personnel, in lieu of providing a copy to each individual as required by FAR.

GRANT, January 9, 1995, Exemption No. 6014

Docket No.: 27432

Petitioner: Dornier Luftfahrt GmbH

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

Description of Relief Sought/

Disposition: To extend Exemption No. 5765, as amended, which exempts Dornier from the HIC requirements of § 25.562(c)(5) for front row passenger seats located behind bulkheads on Dornier Model 328 airplanes. Dornier's request for this to be a permanent exemption has been denied.

PARTIAL GRANT, December 30, 1994, Exemption No. 5765B

Docket No.: 27650

Petitioner: Reno Air

Sections of the FAR Affected: 14 CFR 47.49 and 91.203 (a) and (b)

Description of Relief Sought/

Disposition: To allow Reno Air to permit airline operations of U.S.-registered aircraft in domestic airline operations without the registration or airworthiness certifications on board the aircraft.

GRANT, January 12, 1995, Exemption No. 6019

Docket No.: 27695

Petitioner: General Electric Aircraft Engines

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

Description of Relief Sought/

Disposition: To allow twenty export airworthiness approvals to be issued for Class I products (engines) that will be located in Europe.

GRANT, January 12, 1995, Exemption No. 6016

Docket No.: 27810

Petitioner: Mr. Hector M. Aguilar, Jr.

Sections of the FAR Affected: 14 CFR 65.71(a)(2)

Description of Relief Sought/

Disposition: To enable Mr. Aguilar to use a sign language interpreter to take the oral and practical examinations for the mechanic certificate and associated ratings, because he is hearing and speech impaired.

GRANT, January 9, 1995, Exemption No. 6015

Docket No.: 27849

Petitioner: Ilyushin Aviation Complex

Sections of the FAR Affected: 14 CFR 25.571(e)(1) and 25.631

Description of Relief Sought/

Disposition: To grant exemption from the bird speed requirements of § 25.571 and to deny exemption from the bird weight requirements of § 25.631.

PARTIAL GRANT, December 30, 1994, Exemption No. 6011

Docket No.: 27852

Petitioner: Higher Power Aviation, 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, part 61.

Description of Relief Sought/

Disposition: To permit Higher Power Aviation, Inc., to use FAA-approved simulators to meet certain flight experience requirements of part 61.

GRANT, January 20, 1995, Exemption No. 5986

Docket No.: 27896

Petitioner: Pacific West Training

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, part 61.

Description of Relief Sought/

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

GRANT, January 20, 1995, Exemption No. 5987

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## National Highway Traffic Safety Administration

### Research and Development Programs Meeting

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.