

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: June 12, 1995.

Description: Application of United Air Lines, Inc. pursuant to 49 U.S.C. Section 41101, and Subpart Q of the Regulations, applies for renewal of its Certificate of Public Convenience and Necessity for Route 588 authorizing services between Chicago, Illinois and Tokyo, Japan and of the six (6) weekly U.S.-Japan frequencies allocated to United by Order 90-10-15.

Docket Number: 50358.

Date filed: May 18, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: June 15, 1995.

Description: Application of Delta Air Lines, Inc., pursuant to 49 U.S.C. Section 41101 and Subpart Q of the Regulations, applies for renewal of its Certificate of Public Convenience and Necessity for Route 586, authorizing Delta to engage in foreign air transportation of persons, property and mail between the terminal point Portland, Oregon and the terminal point Nagoya, Japan. Delta's certificate for Route 586 expires on November 15, 1995. Delta requests renewal of its certificate for a period of five years.

Docket Number: 50359.

Date filed: May 18, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: June 15, 1995.

Description: Application of Delta Air Lines, Inc. pursuant to 49 U.S.C. Section 41101 and Subpart Q of the Regulations, applies for renewal of its Certificate of Public Convenience and Necessity for Route 585, authorizing Delta to engage in foreign air transportation of persons, property and mail between the terminal point Los Angeles, California and the terminal point Tokyo, Japan.

Docket Number: 50360.

Date filed: May 19, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: June 16, 1995.

Description: Application of Seaborne Aviation, Inc., pursuant to 49 U.S.C. Section 41101 and Subpart Q of the Regulations, applies for a certificate of public convenience and necessity for an indefinite term to perform scheduled, interstate air transportation of persons, property and mail between the terminal points of Ketchikan and Waterfall, Alaska.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 95-12962 Filed 5-25-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

[Summary Notice No. PE-95-22]

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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before June 15, 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, DC 20591.

Comments may also be sent electronically to the following internet address:

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 May 22, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28197
 Petitioner: U.S. Department of Agriculture (Forest Service)
 Sections of the FAR Affected: 14 CFR 91.203 and part 125
 Description of Relief Sought: To permit the USDA Forest Service to operate its Shorts C-23A Sherpa aircraft to transport passengers and cargo in civil aircraft operations without possessing a current and appropriate airworthiness certificate. Additionally, the request, if granted, would allow the USDA Forest Service to operate its Basler DC-3 aircraft, which have either a seating configuration of 20 or more passenger seats or a payload capacity of 6,000 pounds or more, in civil aircraft operations, without meeting the requirements of part 125.

Dispositions of Petitions

Docket No.: 25126
 Petitioner: Executive Air Fleet, Inc.
 Sections of the FAR Affected: 14 CFR 135.165(b) (6) and (7)
 Description of Relief Sought/
 Disposition: To extend Exemption No. 4821, as amended, which permits Executive Air Fleet, Inc., to operate turbojet airplanes in extended overwater operations with one long-range navigation system (LRNS) and one high-frequency (HF) communication system within certain named areas subject to certain conditions and limitations.
GRANT, April 20, 1995, Exemption No. 4821D

Docket No.: 27227
 Petitioner: World Airways, Inc.
 Sections of the FAR Affected: 14 CFR 121.434

Description of Relief Sought/
 Disposition: To extend Exemption No. 5640, which permits World Airways, Inc., on certain flights, to use flight attendants who have not completed operating experiences under part 121 of the FAR.

GRANT, May 9, 1995, Exemption No. 5640A

Docket No.: 27230
 Petitioner: Era Aviation, Inc.
 Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
 Disposition: To extend Exemption No. 5718, which permits Era Aviation, Inc., to operate certain helicopters without a TSO-C112 (Mode S) transponder, subject to certain conditions and limitations.

GRANT, May 3, 1995, Exemption No. 5718A

Docket No.: 27345
 Petitioner: Life Lion Aeromedical Service

Sections of the FAR Affected: 14 CFR 135.213 (a) and (b)

Description of Relief Sought/
 Disposition: To allow Life Lion Aeromedical Service to conduct instrument flight rule departures during patient transport flights from 13 airports in Pennsylvania when weather observations from the U.S. National Weather Service (NWS), or a source approved by the NWS, or a source approved by the Administrator are not available.

DENIAL, May 3, 1995, Exemption No. 6077

Docket No.: 27822
 Petitioner: Milwaukee General Aviation, Inc.

Sections of the FAR Affected: 14 CFR 91.119

Description of Relief Sought/
 Disposition: To permit Milwaukee General Aviation, Inc., to conduct flights in fixed-wing aircraft at approximately 800 feet above ground level over congested areas in certain meteorological conditions, for the purpose of conducting its aerial traffic observation program.

DENIAL, May 5, 1995, Exemption No. 6079

Docket No.: 27874
 Petitioner: The University of Oklahoma

Sections of the FAR Affected: 14 CFR 141.67(a)(2)

Description of Relief Sought/
 Disposition: To permit The University of Oklahoma to recommend for issuance of pilot's certificates those students who have not completed all appropriate training at the University of Oklahoma.

GRANT, May 16, 1995, Exemption No. 6085

Docket No.: 27907
 Petitioner: American Jet International Corporation

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

Description of Relief Sought/
 Disposition: To allow pilots employed by American Jet International Corporation to reconfigure company airplane cabins as required for particular flights.

GRANT, May 3, 1995, Exemption No. 6078

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/
 Disposition: To allow the Boeing

Commercial Airplane Group exemption from the cabin pressure altitude limit requirement of § 25.841(a), as well as the § 25.1447(c)(1) requirement that the passenger oxygen masks be automatically presented before the cabin pressure altitude exceeds 15,000 feet, for Boeing Model 757-200 series airplanes operating into Bamda, China.

GRANT, April 26, 1995, Exemption No. 6076

Docket No.: 28033
 Petitioner: Continental Airlines
 Sections of the FAR Affected: 14 CFR 121.433(c)(1)(iii), 121.441(a)(1), 121.441(b)(1), and appendix F of part 121

Description of Relief Sought/
 Disposition: To permit Continental Airlines regulatory relief to the extent necessary to conduct a single visit training program (SVTP) for flight crewmembers, and eventually transition into the Advanced Qualification Program (AQP) codified in Special Federal Aviation Regulation (SFAR) 58.

GRANT, May 11, 1995, Exemption No. 6081

Docket No.: 28092
 Petitioner: B2W Corporation
 Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
 Disposition: To permit B2W to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135.

GRANT, May 9, 1995, Exemption No. 6083

Docket No.: 28101
 Petitioner: Wings West Aviation
 Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
 Disposition: To permit Wings West Aviation to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135.

GRANT, May 9, 1995, Exemption No. 6082

Docket No.: 28115
 Petitioner: Aero Flight Service, Inc.
 Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
 Disposition: To permit Aero Flight Service, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135.

GRANT, May 9, 1995, Exemption No. 6084

[FR Doc. 95-13013 Filed 5-25-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration**Petition for Waivers of Compliance**

In accordance with 49 CFR 211.9, 211.41 and 211.45, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. 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.

National Railroad Passenger Corporation (Amtrak)

Docket Number H-95-1

Amtrak requests waivers of compliance with certain provisions of the Federal Railroad Administration (FRA) railroad safety regulations. It is seeking relief from sections of Railroad Safety Appliance Standards (49 CFR Part 231), Railroad Safety Glazing Standards (49 CFR Part 223) and Railroad Track Safety Standards (49 CFR Part 213). The relief is being sought in order to demonstrate the IC3 "Flexiliner", a three-car, articulated, diesel hydraulic, multiple unit trainset built by ABB Scandia A/S for the Danish State Railway (DSB).

The demonstration is a joint project by Amtrak and ABB Traction, Inc. (ABB), and a number of potential sponsors, including state departments of transportation and commuter agencies. Amtrak is serving as the host agency and is acting as liaison with the FRA. The Flexiliner which will be demonstrated was built for the DSB and is presently in revenue service in Denmark. Modifications will be made to the equipment in Denmark to ensure the trainset meets Amtrak and FRA requirements, where practical.

Amtrak anticipates that the Flexiliner trainset will arrive at the Port of Baltimore in July 1995, and be taken to Washington, DC for commissioning tests. After completion of the tests, it is intended that the Flexiliner will operate across the country and be placed in revenue service in the Portland-Eugene, Oregon corridor. This is contingent upon ABB receiving a contract award from Oregon, following a competitive proposal evaluation. Demonstration runs in Amtrak's Northeast Corridor, at a maximum speed of 110 mph, may be scheduled for dignitaries before shipment to Oregon. The train may also operate in either demonstration service or revenue service between other city pairs in other parts of the country.