

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Chapter I

[Summary Notice No. PR-95-1]

Petition for Rulemaking; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for rulemaking received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for rulemaking (14 CFR part 11), this notice contains a summary of certain petitions requesting the initiation of rulemaking procedures for the amendment of specified provisions of the Federal Aviation Regulations and of denials or withdrawals of certain petitions previously received. 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 July 31, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket No. _____, 800 Independence Avenue, SW., Washington, DC 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 Ave., SW., Washington, DC 20591; telephone (202)

267-3132. Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

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 paragraph (b) and (f) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR part 11).

Issued in Washington, DC on May 23, 1995.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions For Rulemaking

Docket No.: 28050
Petitioner: Mr. Richard D. Henry
Regulations Affected: 14 CFR 121.305(f)
Description of Rulechange Sought: To delete paragraph (f) of § 121.305 and replace it with a new paragraph (f), to read as follows: A gyroscopic rate of turn indicator combined with an integral slip-skid indicator (turn and bank indicator).

Petitioner's Reason for the Request: The petitioner feels that such a change reflects several things: Graveyard spirals, spins, rolls, and split "S" upsets continue to plague the industry; reliable means for the stopping of the turn is essential; turn needle is still the most trustworthy gyro to guarantee that the turn is stopped; new laser gyro's on occasion do tumble, notwithstanding the fact that they are rate gyro driven; turn needle is the only gyro that is sage for use following an in-flight power restoration during dynamic gravity influence, the only one to guarantee proper erection.

Docket No.: 28111
Petitioner: Mr. Alankar Gupta
Sections of the FAR Affected: 14 CFR parts 121 and 135
Description of Rulechange Sought: To prevent any person from transporting, storing, displaying, or using, on the flight deck, any visual or audible material that is unnecessary for safe operation of the airplane or is offensive to any crewmember.

Petitioner's Reason for the Request: The petitioner feels that such material has caused a number of instances of unpleasant, tense, stressful, or confusing situations within the

cockpits aboard commercial aircraft. Such conditions can lead to reduced crew performance capabilities. Also, tense, stressful, unpleasant, or bewildering conditions can cause the crew to respond slowly (or wrongly) during emergency situations. This can lead to accidents.

Dispositions of Petitions

Docket No.: 25063
Petitioner: Air Line Pilots Association
Sections of FAR Affected: 14 FR 121.437
Description of Rulechange Sought: To increase the basic flight time and experience requirements for persons acting as pilots in command of air carrier aircraft having a passenger seating capacity, excluding any pilot seat, of more than 30 seats or a payload capacity of more than 7500 pounds. It would also increase the basic flight time and experience requirements of persons acting as second in command of large aircraft or turbojet-powered multiengine aircraft type certificated for more than one required flight crewmember.
Petitioner's Reason for the Request: The petitioner feels that because of the growing complexity and changes in operations within commercial aviation a continually escalating need for new pilots has meant rapid pilot progression from the position of second in command to pilot in command.

Denial, March 22, 1995.

[FR Doc. 95-13133 Filed 5-26-95; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 914

[IN-122, IN-123, IN-124]

Indiana Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement (OSM), Interior.

ACTION: Proposed rule; public comment period and opportunity for public hearing.

SUMMARY: OSM is announcing receipt of three proposed amendments to the Indiana regulatory program (hereinafter