

requirement to have a passenger emergency exit locator sign at each passenger emergency exit.

Dispositions of Petitions

Docket No.: 581.

Petitioner: Department of the Air Force.

Sections of the FAR Affected: 14 CFR 91.109(c).

Description of Relief Sought/

Disposition: To extend Exemption No. 130, as amended, which permits the Air Force to operate its U-2 and B-57F aircraft at or above flight level 600 without maintaining the appropriate cruising altitudes as prescribed by the FAR governing operations for flights conducted under visual flight rules. *Grant, August 28, 1995, Exemption No. 130C.*

Docket No.: 581.

Petitioner: Department of the Air Force.

Sections of the FAR Affected: 14 CFR 91.109.

Description of Relief Sought: To extend Exemption No. 131, as amended, which permits the Air Force to conduct hurricane reconnaissance flights without maintaining the appropriate cruising altitudes as prescribed by the FAR governing operations for flights conducted under visual flight rules. *Grant, August 28, 1995, Exemption No. 131G.*

Docket No.: 581.

Petitioner: Department of the Air Force.

Sections of the FAR Affected: 14 CFR 91.109.

Description of Relief Sought/

Disposition: To extend Exemption No. 134, as amended, which permits the Air Force to conduct nontraining photographic reconnaissance missions that require flying a series of tracks at a constant altitude as prescribed by the FAR governing operations for flights conducted under visual flight rules. *Grant, August 28, 1995, Exemption No. 134H.*

Docket No.: 24605.

Petitioner: World Jet Corporation.

Sections of the FAR Affected: 14 CFR 91.511(a) and 135.165(b).

Description of Relief Sought/

Disposition: To extend Exemption No. 4961, as amended, which permits the World Jet Corporation to operate its turbojet aircraft in extended overwater operations using one long-range navigational system and one high-frequency communication system. *Grant, August 30, 1995, Exemption No. 4961E.*

Docket No.: 25177.

Petitioner: U.S. Coast Guard.

Sections of the FAR Affected: 14 CFR 91.117 (b) and (c), 91.119(c), 91.159(a), and 91.209(a).

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5231, as amended, which allows the U.S. Coast Guard to conduct air operations in support of drug law enforcement and drug traffic interdiction. The amendment adds §91.119(c) to the exemption. Continued exemption of §91.127(c) has been denied. *Partial Grant, August 23, 1995, Exemption No. 5231B.*

Docket No.: 27298.

Petitioner: Petroleum Helicopters, Inc.

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

Description of Relief Sought/

Disposition: To extend Exemption No. 5770, which allows appropriately trained pilots employed by Petroleum Helicopters, Inc., to remove and to install aircraft seats in its aircraft that are used in operations conducted under part 135. *Grant, August 24, 1995, Exemption No. 5770A.*

Docket No.: 27441.

Petitioner: Department of the Army.

Sections of the FAR Affected: 14 CFR 45.29(b)(3).

Description of Relief Sought/

Disposition: To extend Exemption No. 5761, which permits the Army to use 9-inch aircraft nationality and registration markings in lieu of 12-inch markings on its Bell Model 206B3 rotorcraft. *Grant, August 2, 1995, Exemption No. 5761A.*

Docket No.: 27486.

Petitioner: Carroll Aviation, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To extend Exemption No. 5810, which permits Carroll Aviation, Inc., (CAI) to operate the following aircraft under part 135: (1) its Piper Pa-30 airplane, Serial No. 30-1085, Registration No. N7983Y, equipped with any TSO-C74b or TSO-C74c transponder; and (2) after notifying CAI's Principal Operations Inspector, any additional aircraft that require the installation of an air traffic control transponder. *Grant, August 30, 1995, Exemption No. 5810A.*

Docket No.: 27651.

Petitioner: Erickson Air-Crane Co.

Sections of the FAR Affected: 14 CFR 45.27(a).

Description of Relief Sought/

Disposition: To permit the Erickson Air-Crane Co., to display its aircraft registration numbers diagonally, rather than horizontally, on the tail pylons of its aircraft. *Denial, August 21, 1995, Exemption No. 6147.*

Docket No.: 28188.

Petitioner: Flying Boat, Inc., d.b.a. Chalk's International Airline.

Sections of the FAR Affected: 14 CFR 135.180(a).

Description of Relief Sought/

Disposition: To permit Chalk's International Airline to operate six Grumman Mallard G-73T (G-73) flying boats that are not equipped with an approved Traffic Alert and Collision Avoidance system (TCAS I) until June 30, 1996. *Denial, August 30, 1995, Exemption No. 6149.*

[FR Doc. 95-23725 Filed 9-22-95; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-95-34]

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 October 25, 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.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.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: 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 September 20, 1995.

Michael Chase,
Acting Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 27833.

Petitioner: Air Tractor, Inc.

Sections of the FAR Affected: 14 CFR 91.313(d).

Description of Relief Sought: To reconsider Exemption No. 6095, which denied the petitioner exemption that would have allowed a passenger to be carried in Air Tractor models AT-503A and AT-802 restricted category aircraft without that passenger performing one of the functions described in § 91.313(d).

Dispositions of Petitions

Docket No.: 18881.

Petitioner: Experimental Aircraft Association.

Sections of the FAR Affected: 14 CFR 91.151(a)(1).

Description of Relief Sought/Disposition: To extend Exemption No. 5745, which permits the International Aerobic Club (IAC), a division of the Experimental Aircraft Association, and IAC members participating in IAC-sponsored competitions to begin a daytime flight in an airplane under visual flight rules conditions when there is enough fuel to be able to fly for at least 20 minutes after the first point of intended landing. This petitioner had requested a permanent exemption; however, while the exemption is granted, it is not permanent. *Grant, August 14, 1995, Exemption No. 5745A.*

Docket No.: 26552.

Petitioner: United Parcel Service Co.
Sections of the FAR Affected: 14 CFR appendix H, part 121.

Description of Relief Sought/Disposition: To extend Exemption No. 5366, as amended, which permits UPS, and any other operator contracting to use UPS simulators, to conduct training and checking in UPS simulators that do not meet all of the visual requirement necessary to be qualified as Level D (formerly Phase III) simulators. *Grant, August 16, 1995, Exemption No. 5366B.*

Docket No.: 27295.

Petitioner: Monument Valley Air Service.

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

Description of Relief Sought/Disposition: To extend Exemption No. 5727, which permits appropriately trained pilots employed by Monument Valley Air Service to remove and reinstall aircraft cabin seats in its aircraft that are type certificated for nine or fewer passenger seats and used in operations conducted under part 135. *Grant, August 10, 1995, Exemption No. 5727A.*

Docket No.: 27837.

Petitioner: Los Angeles Police Department.

Sections of the FAR Affected: 14 CFR 145.53.

Description of Relief Sought/Disposition: To permit the City of Los Angeles Department of General Services Helicopter Maintenance Unit, an FAA-certificated repair station to perform maintenance on the department's military surplus Bell Helicopter Model 204B, an aircraft for which the repair station is not rated. *Denial, August 9, 1995, Exemption No. 6143.*

Docket No.: 27989.

Petitioner: Bidzy Ta Hot Aana d.b.a. Tanana Air Service.

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

Description of Relief Sought/Disposition: To allow appropriately trained pilots employed by Tanana Air Service to remove and reinstall passenger seats in its aircraft type certificated for nine or fewer passenger seats that are used in operations conducted under part 135. *Grant, August 10, 1995, Exemption No. 6145.*

Docket No.: 28038.

Petitioner: Doug Geeting Aviation.
Sections of the FAR Affected: 14 CFR 43.3(g).

Description of Relief Sought/Disposition: To allow appropriately trained pilots employed by Doug Geeting Aviation to remove and reinstall aircraft cabin seats in its aircraft that are type certificated for nine or fewer passenger seats and used in operations conducted under part 135. The petitioner had requested permanent exemption; however, while the exemption is granted, it is not permanent. *Grant, August 10, 1995, Exemption No. 6144.*

Docket No.: 28084.

Petitioner: Kokomo Aviation, Inc.
Sections of the FAR Affected: 14 CFR 135.165(b)(6) and (7).

Description of Relief Sought/Disposition: To permit Kokomo

Aviation, Inc., to operate turbojet aircraft equipped with one high-frequency (HF) communication system in extended overwater operations. *Grant, August 15, 1995, Exemption No. 6146.*

[FR Doc. 95-23727 Filed 9-22-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

[FHWA Docket No. 92-24]

Participation in the Congestion Pricing Pilot Program

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice; additional solicitation for participation.

SUMMARY: This notice further extends FHWA's open invitation to State, local governments, or other public authorities, including toll authorities, to apply for participation in the Congestion Pricing Pilot Program (Pilot Program) established by Section 1012(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This notice amends the Pilot Program to support initiatives by toll authorities which involve tolls that vary by time of day and level of congestion. **DATES:** The solicitation for participation in the Pilot Program will be held open until further notice.

FOR FURTHER INFORMATION CONTACT: Mr. John T. Berg, Highway Revenue and Pricing Team, HPP-13, (202) 366-0570; or Mr. Wilbert Baccus, Office of the Chief Counsel, HCC-32, (202) 366-0780; FHWA, 400 Seventh Street SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: Section 1012(b) of the ISTEA (Pub. L. 102-240, 105 Stat. 1914) authorizes the Secretary of Transportation (the Secretary) to create a Pilot Program by entering into cooperative agreements with up to five State or local governments or other public authorities, to establish, maintain, and monitor congestion pricing pilot projects. This section also provides that three of these agreements may involve the use of tolls on the Interstate System notwithstanding 23 U.S.C. 129, as amended, and 301. A maximum of \$25 million is authorized for each of the fiscal years 1992 through 1997 to carry out this program.

In advance of completing its plan for implementing this program, the FHWA published a Federal Register notice on May 29, 1992 (57 FR 22857), which presented general information about the Pilot Program and solicited public