

Docket No.: 28138.
Petitioner: Uyak Air Service, Inc.
Section of the FAR Affected: 14 CFR 43.3(g).

Description of Relief Sought/Disposition: To allow appropriately trained pilots employed by Uyak Air Service, Inc., (Uyak) to remove and reinstall the passenger seats in its aircraft that are type certificated for nine or fewer passenger seats and used in operations conducted by Uyak under part 135. *Grant, December 8, 1995, Exemption No. 6248.*

Docket No.: 28338.
Petitioner: Rich International Airways, Inc.
Section of the FAR Affected: 14 CFR 121.310(m).

Description of Relief Sought/Disposition: To permit Rich International Airways, Inc., to operate two Lockheed L-1011-385-3 aircraft (also known as L-1011-500 aircraft), serial Nos. 1183 and 1196, that have more than a 60-foot distance between emergency exits. *Denial, December 12, 1995, Exemption No. 6249.*

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Index of Administrator's Decisions and Orders in Civil Penalty Actions; Publication

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of publication.

SUMMARY: This notice constitutes the required quarterly publication of an index of the Administrator's decisions and orders in civil penalty cases. The FAA is publishing an index by order number, an index by subject matter, and case digests that contain identifying information about the final decisions and orders issued by the Administrator. Publication of these indexes and digests is intended to increase the public's awareness of the Administrator's decisions and orders. Also, the publication of these indexes and digests should assist litigants and practitioners in their research and review of decisions and orders that may have precedential value in a particular civil penalty action. Publication of the index by order number, as supplemented by the index by subject matter, ensures that the agency is in compliance with statutory indexing requirements.

FOR FURTHER INFORMATION CONTACT: James S. Dillman, Assistant Chief Counsel for Litigation (AGC-400), Federal Aviation Administration, 701 Pennsylvania Avenue NW., Suite 925,

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SUPPLEMENTARY INFORMATION: The Administrative Procedure Act requires Federal agencies to maintain and make available for public inspection and copying current indexes containing identifying information regarding materials required to be made available or published. 5 U.S.C. 552(a)(2). In a notice issued on July 11, 1990, and published in the Federal Register (55 FR 29148; July 17, 1990), the FAA announced the public availability of several indexes and summaries that provide identifying information about the decisions and orders issued by the Administrator under the FAA's civil penalty assessment authority and the rules of practice governing hearings and appeals of civil penalty actions. 14 CFR part 13, subpart G.

The FAA maintains an index of the Administrator's decisions and orders in civil penalty actions organized by order number and containing identifying information about each decision or order. The FAA also maintains a subject-matter index, and digests organized by order number.

In a notice issued on October 26, 1990, the FAA published these indexes and digests for all decisions and orders issued by the Administrator through September 30, 1990. 55 FR 45984; October 31, 1990. The FAA announced in that notice that it would publish supplements to these indexes and digests on a quarterly basis (*i.e.*, in January, April, July, and October of each year). The FAA announced further in that notice that only the subject-matter index would be published cumulatively, and that both the order number index and the digests would be non-cumulative.

Since that first index was issued on October 26, 1990 (55 FR 45984; October 31, 1990), the FAA has issued supplementary notices containing the quarterly indexes of the Administrator's civil penalty decisions as follows:

Dates of quarter	Federal Register publication
10/1/90-12/31/90	56 FR 44886; 2/6/91
1/1/91-3/31/91	56 FR 20250; 5/2/91
4/1/91-6/30/91	56 FR 31984; 7/12/91
7/1/91-9/30/91	56 FR 51735; 10/15/91
10/1/91-12/31/91	57 FR 2299; 1/21/92
1/1/92-3/31/92	57 FR 12359; 4/9/92
4/1/92-6/30/92	57 FR 32825; 7/23/92
7/1/92-9/30/92	57 FR 48255; 10/22/92
10/1/92-12/31/92	58 FR 5044; 1/19/93

Dates of quarter	Federal Register publication
1/1/93-3/31/93	58 FR 21199; 4/19/93
4/1/93-6/30/93	58 FR 42120; 8/6/93
7/1/93-9/30/93	58 FR 58218; 10/29/93
10/1/93-12/31/93	59 FR 5466; 2/4/94
1/1/94-3/31/94	59 FR 22185; 4/29/94
4/1/94-6/30/94	59 FR 39618; 8/3/94
7/1/94-12/31/94 *	60 FR 4454; 1/23/95*
1/1/95-3/31/95	60 FR 19318; 4/17/95
4/1/95-6/30/95	60 FR 36854; 7/18/95
7/1/95-9/30/95	60 FR 53228; 10/12/95

* Due to administrative oversight, the index for the third quarter of 1994, including information pertaining to the decisions and orders issued by the Administrator between July 1 and September 30, 1994, was not published on time. The information regarding the third quarter's decisions and orders, as well as the fourth quarter's decisions and orders in 1994, were included in the index published on January 23, 1995.

In the notice published on January 19, 1993, the Administrator announced that for the convenience of the users of these indexes, the order number index published at the end of the year would reflect all of the civil penalty decisions for that year. 58 FR 5044; 1/19/93. The order number indexes for the first, second, and third quarters would be non-cumulative.

The Administrator's final decisions and orders, indexes, and digests are available for public inspection and copying at all FAA legal offices. (The addresses of the FAA legal offices are listed at the end of this notice.)

Also, the Administrator's decisions and orders have been published by commercial publishers and are available on computer databases. (Information about these commercial publications and computer databases is provided at the end of this notice.)

Civil Penalty Actions—Orders Issued by the Administrator

Order Number Index

(This index includes all decisions and orders issued by the Administrator in 1995.)

- 95-1—Diamond Aviation
1/27/95—CP94SO0120
- 95-2—Harry Allan Meronek
2/14/95—CP93SO0240
- 95-3—Delta Air Lines
3/28/95—CP92SO0523
- 95-4—Dean Hanson
3/30/95—CP93WP0396
- 95-5—Abraham T. Araya
4/26/95—CP94EA0207
- 95-6—Roger Lee Sutton
4/26/95—CP93EA0370
- 95-7—Empire Airlines
5/5/95—CP94NM0064
- 95-8—Charter Airlines, James Walker & Larry Mort
5/9/95—CP93WP0005, CP93WP0012, CP93WP0003

95-9—Mary Woodhouse	8/4/95—CP94NM0026	11/7/95—CP94NM0284
5/9/95—CP94WP0184, 94EJAWP0017	95-17—Larry's Flying Service	95-25—Conquest Helicopters
95-10—Mark Steven Diamond	8/4/95—CP93AL0267, CP93AL0268	12/19/95—CP92NM0500
5/10/95—CP94NM0105	95-18—Pacific Sky Supply	95-26—Eric W. Hereth
95-11—Horizon Air Industries, Inc.	8/4/95—CP93NM0398, 93EJANM0014	12/19/95—CP92WP0444
5/10/95—CP93NM0329	95-19—Ben Rayner	95-27—Valley Air Services
95-12—Toyota Motor Sales, USA, Inc.	8/4/95—CP95EA0155	12/19/95—CP94NE0095,
5/10/95—CP93SO0269	95-20—USAir, Inc.	94EJANE0017
95-13—Thomas Kilrain	8/15/95—CP94EA0126	95-28—Atlantic World Airways
6/16/95—CP94NE0268	95-21—Ezequiel G. Faisca	12/19/95—CP95SO0063
95-14—Charter Airlines, James Walker & Larry Mort	9/26/95—CP94EA0209	
6/21/95—CP93WP0005, CP93WP0012, CP93WP0003	95-22—Alphin Aircraft, Inc.	Civil Penalty Actions—Orders Issued by the Administrator
95-15—Alphin Aviation	10/13/95—CP93EA0334	<i>Subject Matter Index</i>
7/19/95—CP93EA0324	95-23—Atlantic World Airways	(Current as of December 31, 1995)
95-16—John Mulhall	10/13/95—CP95SO0063	
	95-24—Delta Air Lines	
Administrative Law Judges—Power and Authority:		
Authority to extend deadlines	95-28 Atlantic.	
Continuance of hearing	91-11 Continental Airlines; 92-29 Haggland.	
Credibility findings	90-21 Carroll; 92-3 Park; 93-17 Metcalf; 94-3 Valley Air; 94-4 Northwest Aircraft Rental; 95-25 Conquest; 95-26 Hereth.	
Default Judgment	91-11 Continental Airlines; 92-47 Cornwall; 94-8 Nunez; 94-22 Harkins; 94-28 Toyota; 95-10 Diamond.	
Discovery	89-6 American Airlines; 91-17 KDS Aviation; 91-54 Alaska Airlines; 92-46 Sutton-Soutter; 93-10 Costello.	
Expert Testimony	94-21 Sweeney.	
Granting extensions of time	90-27 Gabbert.	
Hearing location	92-50 Cullop.	
Hearing request	93-12 Langton; 94-6 Strohl; 94-27 Larsen; 94-37 Houston; 95-19 Rayner.	
Initial Decision	92-1 Costello; 92-32 Barnhill.	
Jurisdiction	90-20 Degenhardt; 90-33 Cato; 92-1 Costello; 92-32 Barnhill.	
After order assessing civil penalty	94-37 Houston; 95-19 Rayner.	
After complaint withdrawn	94-39 Kirola.	
Motion for Decision	92-73 Wyatt; 92-75 Beck; 92-76 Safety Equipment; 93-11 Merkley.	
Notice of Hearing	92-31 Eaddy.	
Sanction	90-37 Northwest Airlines; 91-54 Alaska Airlines; 94-22 Harkins; 94-28 Toyota.	
Vacating initial decision	90-20 Degenhardt; 92-32 Barnhill; 95-6 Sutton.	
Aerial Photography	95-25 Conquest Helicopter.	
Agency Attorney	93-13 Medel.	
Air Carrier:		
Agent/independent contractor of	92-70 USAir.	
Careless or Reckless	92-48 & 92-70 USAir; 93-18 Westair Commuter.	
Employee	93-18 Westair Commuter.	
Aircraft Maintenance	90-11 Thunderbird Accessories; 91-8 Watts Agricultural Aviation; 93-36 & 94-3 Valley Air; 94-38 Bohan; 95-11 Horizon.	
After certificate revocation	92-73 Wyatt.	
Minimum Equipment List (MEL)	94-38 Bohan; 95-11 Horizon.	
Aircraft Records:		
Aircraft Operation	91-8 Watts Agricultural Aviation.	
Maintenance Records	91-8 Watts Agricultural Aviation; 94-2 Woodhouse.	
"Yellow tags"	91-8 Watts Agricultural Aviation.	
Aircraft-Weight and Balance (See Weight and Balance):		
Airmen:		
Pilots	91-12 & 91-31 Terry & Menne; 92-8 Watkins; 92-49 Richardson & Shimp; 93-17 Metcalf.	
Altitude deviation	92-49 Richardson & Shimp.	
Careless or Reckless	91-12 & 91-31 Terry & Menne; 92-8 Watkins; 92-49 Richardson & Shimp; 92-47 Cornwall; 93-17 Metcalf; 93-29 Sweeney.	
Flight time limitations	93-11 Merkley.	
Follow ATC Instruction	91-12 & 91-31 Terry & Menne; 92-8 Watkins; 92-49 Richardson & Shimp.	
Low Flight	92-47 Cornwall; 93-17 Metcalf.	
See and Avoid	93-29 Sweeney.	
Air Operations Area (AOA):		
Air Carrier Responsibilities	90-19 Continental Airlines; 91-33 Delta Air Lines; 94-1 Delta Air Lines.	
Airport Operator Responsibilities	90-19 Continental Airlines; 91-4 [Airport Operator]; 91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-41 [Airport Operator]; 91-58 [Airport Operator].	
Badge Display	91-4 [Airport Operator]; 91-33 Delta Air Lines.	

Definition of	90-19 Continental Airlines; 91-4 [Airport Operator]; 91-58 [Airport Operator].
Exclusive Areas	90-19 Continental Airlines; 91-4 [Airport Operator]; 91-58 [Airport Operator].
Airport Security Program (ASP):	
Compliance with	91-4 [Airport Operator]; 91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-41 [Airport Operator]; 91-58 [Airport Operator]; 94-1 Delta Air Lines.
Airports:	
Airport Operator Responsibilities	90-12 Continental Airlines; 91-4 [Airport Operator]; 91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-41 [Airport Operator]; 91-58 [Airport Operator].
Air Traffic Control (ATC):	
Error as mitigating factor	91-12 & 91-31 Terry & Menne
Error as exonerating factor	91-12 & 91-31 Terry & Menne; 92-40 Wendt.
Ground Control	91-12 Terry & Menne; 93-18 Westair Commuter.
Local Control	91-12 Terry & Menne.
Tapes & Transcripts	91-12 Terry & Menne; 92-49 Richardson & Shimp.
Airworthiness	91-8 Watts Agricultural Aviation; 92-10 Flight Unlimited; 92-48 & 92-70 USAir; 94-2 Woodhouse; 95-11 Horizon.
Amicus Curiae Briefs	90-25 Gabbert.
Answer:	
Timeliness of answer	90-3 Metz; 90-15 Playter; 92-32 Barnhill; 92-47 Cornwall; 92-75 Beck; 92-76 Safety Equipment; 94-5 Grant; 94-29 Sutton; 94-30 Columna; 94-43 Perez; 95-10 Diamond; 95-28 Atlantic.
What constitutes	92-32 Barnhill; 92-75 Beck.
Appeals (See also Timeliness; Mailing Rule):	
Briefs, Generally	89-4 Metz; 91-45 Park; 92-17 Giuffrida; 92-19 Cornwall; 92-39 Beck; 93-24 Steel City Aviation; 93-28 Strohl; 94-23 Perez; 95-13 Kilrain.
Additional Appeal Brief	92-3 Park; 93-5 Wendt; 93-6 Westair Commuter; 93-28 Strohl; 94-4 Northwest Aircraft; 94-18 Luxemburg; 94-29 Sutton.
Appellate arguments	92-70 USAir.
Court of Appeals, appeal to (See Federal Courts):	
"Good Cause" for Late-Filed Brief or Notice of Appeal	90-3 Metz; 90-27 Gabbert; 90-39 Hart; 91-10 Graham; 91-24 Esau; 91-48 Wendt; 91-50 & 92-1 Costello; 92-3 Park; 92-17 Giuffrida; 92-39 Beck; 92-41 Moore & Sabre Associates; 92-52 Beck; 92-57 Detroit Metro Wayne Co. Airport; 92-69 McCabe; 93-23 Allen; 93-27 Simmons; 93-31 Allen; 95-2 Meronek; 95-9 Woodhouse; 95-25 Conquest.
Appeal dismissed as premature	95-19 Rayner.
Appeal dismissed as moot after complaint withdrawn	92-9 Griffin.
Motion to Vacate construed as a brief	91-11 Continental Airlines.
Perfecting an Appeal	92-17 Giuffrida; 92-19 Cornwall; 92-39 Beck; 94-23 Perez; 95-13 Kilrain.
Extension of Time for (good cause for)	89-8 Thunderbird Accessories; 91-26 Britt Airways; 91-32 Bargaen; 91-50 Costello; 93-2 & 93-3 Wendt; 93-24 Steel City Aviation; 93-32 Nunez.
Failure to	89-1 Gressani; 89-7 Zenkner; 90-11 Thunderbird Accessories; 90-35 P. Adams; 90-39 Hart; 91-7 Pardue; 91-10 Graham; 91-20 Bargaen; 91-43, 91-44, 91-46 & 91-47 Delta Air Lines; 92-11 Alilin; 92-15 Dillman; 92-18 Bargaen; 92-34 Carrell; 92-35 Bay Land Aviation; 92-36 Southwest Airlines; 92-45 O'Brien; 92-56 Montauk Caribbean Airways; 92-67 USAir; 92-68 Weintraub; 92-78 TWA; 93-7 Dunn; 93-8 Nunez; 93-20 Smith; 93-23 & 93-31 Allen; 93-34 Castle Aviation; 93-35 Steel City Aviation; 94-12 Bartusiak; 94-24 Page; 94-26 French Aircraft; 94-34 American International Airways; 94-35 American International Airways; 94-36 American International Airways; 95-4 Hanson.
What Constitutes	90-4 Metz; 90-27 Gabbert; 91-45 Park; 92-7 West; 92-17 Giuffrida; 92-39 Beck; 93-7 Dunn; 94-15 Columna; 94-23 Perez; 94-30 Columna; 95-9 Woodhouse; 95-23 Atlantic World Airways.
Service of brief:	
Failure to serve other party	92-17 Giuffrida; 92-19 Cornwall.
Timeliness of Notice of Appeal	90-3 Metz; 90-39 Hart; 91-50 Costello; 92-7 West; 92-69 McCabe; 93-27 Simmons; 95-2 Meronek; 95-9 Woodhouse; 95-15 Alphin Aviation.

Withdrawal of	89-2 Lincoln-Walker; 89-3 Sittko; 90-4 Nordrum; 90-5 Sussman; 90-6 Dabaghian; 90-7 Steele; 90-8 Jenkins; 90-9 Van Zandt; 90-13 O'Dell; 90-14 Miller; 90-28 Puleo; 90-29 Sealander; 90-30 Steidinger; 90-34 D. Adams; 90-40 & 90-41 Westair Commuter Airlines; 91-1 Nestor; 91-5 Jones; 91-6 Lowery; 91-13 Kreamer; 91-14 Swanton; 91-15 Knipe; 91-16 Lopez; 91-19 Bayer; 91-21 Britt Airways; 91-22 Omega Silicone Co.; 91-23 Continental Airlines; 91-25 Sanders; 91-27 Delta Air Lines; 91-28 Continental Airlines; 91-29 Smith; 91-34 GASPRO; 91-35 M. Graham; 91-36 Howard; 91-37 Vereen; 91-39 America West; 91-42 Pony Express; 91-49 Shields; 91-56 Mayhan; 91-57 Britt Airways; 91-59 Griffin; 91-60 Brinton; 92-2 Koller; 92-4 Delta Air Lines; 92-6 Rothgeb; 92-12 Bertetto; 92-20 Delta Air Lines; 92-21 Cronberg; 92-22, 92-23, 92-24, 92-25, 92-26 & 92-28 Delta Air Lines; 92-33 Port Authority of NY & NJ; 92-42 Jayson; 92-43 Delta Air Lines; 92-44 Owens; 92-53 Humble; 92-54 & 92-55 Northwest Airlines; 92-60 Costello; 92-61 Romerdahl; 92-62 USAir; 92-63 Schaefer; 92-64 & 92-65 Delta Air Lines; 92-66 Sabre Associates & Moore; 92-79 Delta Air Lines; 93-1 Powell & Co.; 93-4 Harrah; 93-14 Fenske; 93-15 Brown; 93-21 Delta Air Lines; 93-22 Yannotone; 93-26 Delta Air Lines; 93-33 HPH Aviation; 94-9 B & G Instruments; 94-10 Boyle; 94-11 Pan American Airways; 94-13 Boyle; 94-14 B & G Instruments; 94-16 Ford; 94-33 Trans World Airlines; 94-41 Dewey Towner; 94-42 Taylor; 95-1 Diamond Aviation; 95-3 Delta Air Lines; 95-5 Araya; 95-6 Sutton; 95-7 Empire Airlines; 95-20 USAir; 95-21 Faisca; 95-24 Delta Air Lines.
"Attempt"	89-5 Schultz.
Attorney Conduct Obstreperous or Disruptive	94-39 Kirola.
Attorney Fees (See EAJA):	
Aviation Safety Reporting System	90-39 Hart; 91-12 Terry & Menne; 92-49 Richardson & Shimp.
Balloon (Hot Air)	94-2 Woodhouse.
Bankruptcy	91-2 Continental Airlines.
Certificates and Authorizations:	
Surrender when revoked	92-73.
Civil Air Security National Airport Inspection Program (CASNAIP) ..	91-4 [Airport Operator]; 91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-41 [Airport Operator]; 91-58 [Airport Operator].
Civil Penalty Amount (See Sanction):	
Closing Argument (See Final Oral Argument):	
Collateral Estoppel	91-8 Watts Agricultural Aviation.
Complaint:	
Complainant Bound By	90-10 Webb; 91-53 Koller.
No Timely Answer to. (See Answer)	
Partial Dismissal/Full Sanction	94-19 Pony Express; 94-40 Polynesian Airways.
Timeliness of complaint	91-51 Hagwood; 93-13 Medel; 94-7 Hereth; 94-5 Grant.
Withdrawal of	94-39 Kirola; 95-6 Sutton.
Compliance & Enforcement Program:	
(FAA Order No. 2150.3A)	89-5 Schultz; 89-6 American Airlines; 91-38 Esau; 92-5 Delta Air Lines.
Sanction Guidance Table	89-5 Schultz; 90-23 Broyles; 90-33 Cato; 90-37 Northwest Airlines; 91-3 Lewis; 92-5 Delta Air Lines.
Concealment of Weapons	89-5 Schultz; 92-46 Sutton-Sautter; 92-51 Koblick.
Consolidation of Cases	90-12, 90-18 & 90-19 Continental Airlines.
Continuance of Hearing	90-25 Gabbert; 92-29 Haggland.
Corrective Action (See Sanction)	
Credibility of Witnesses:	
Generally	95-25 Conquest Helicopters; 95-26 Hereth.
Deference to ALJ	90-21 Carroll; 92-3 Park; 93-17 Metcalf; 95-26 Hereth.
Expert witnesses	
(See also Witnesses)	90-27 Gabbert; 93-17 Metcalf.
Impeachment	94-4 Northwest Aircraft Rental.
De facto answer	92-32 Barnhill.
Deliberative Process Privilege	89-6 American Airlines; 90-12, 90-18 & 90-19 Continental Airlines.
Deterrence	89-5 Schultz; 92-10 Flight Unlimited; 95-16 Mulhall; 95-17 Larry's Flying Service.
Discovery:	
Deliberative Process Privilege	89-6 American Airlines; 90-12, 90-18 & 90-19 Continental Airlines.
Depositions	91-54 Alaska Airlines.
Notice of	91-54 Alaska Airlines.
Failure to Produce	90-18 & 90-19 Continental Airlines; 91-17 KDS Aviation; 93-10 Costello.
Of Investigative File in Unrelated Case	92-46 Sutton-Sautter.
Sanctions for	91-17 KDS Aviation; 91-54 Alaska Airlines.
Double Jeopardy	95-8 Charter Airlines.

Due Process:	
Before finding a violation	90-27 Gabbert.
Violation of	89-6 American Airlines; 90-12 Continental Airlines; 90-37 Northwest Airlines.
EAJA:	
Adversary Adjudication	90-17 Wilson; 91-17 & 91-52 KDS Aviation; 94-17 TCI; 95-12 Toyota.
Amount of award	95-27 Valley Air.
Appeal from ALJ decision	95-9 Woodhouse.
Expert witness fees	95-27 Valley Air.
Further proceedings	91-52 KDS Aviation.
Jurisdiction over appeal	92-74 Wendt.
Other expenses	93-29 Sweeney.
Postion of agency	95-27 Valley Air.
Prevailing party	91-52 KDS Aviation.
Special circumstances	95-18 Pacific Sky.
Substantial justification	91-52 & 92-71 KDS Aviation; 93-9 Wendt; 95-18 Pacific Sky; 95-27 Valley Air.
Supplementation of application	95-27 Valley Air.
Evidence (See Proof & Evidence)	
Ex Parte Communications	93-10 Costello; 95-16 Mulhall; 95-19 Rayner.
Expert Witnesses (see Witness)	
Extension of Time:	
By Agreement of Parties	89-6 American Airlines; 92-41 Moore & Sabre Associates.
Dismissal by Decisionmaker	89-7 Zenkner; 90-39 Hart.
Good Cause for	89-8 Thunderbird Accessories.
Objection to	89-8 Thunderbird Accessories; 93-3 Wendt.
Who may grant	90-27 Gabbert.
Federal Courts	92-7 West.
Federal Rules of Civil Procedure	91-17 KDS Aviation.
Federal Rules of Evidence (See also Proof & Evidence)	
Settlement Offers	95-16 Mulhall.
Final Oral Argument	92-3 Park.
Firearms (See Weapons)	
Ferry Flights	95-8 Charter Airlines.
Flight & Duty Time:	
Circumstances beyond control of the crew	95-8 Charter Airlines.
Foreseeability	95-8 Charter Airlines.
Late freight	95-8 Charter Airlines.
Weather	95-8 Charter Airlines.
Limitation of Duty Time	95-8 Charter Airlines.
Limitation of Flight Time	95-8 Charter Airlines.
"Other commercial flying"	95-8 Charter Airlines.
Flights	94-20 Conquest Helicopters
Freedom of Information Act	93-10 Costello.
Fuel Exhaustion	95-26 Hereth.
Guns (See Weapons)	
Hazardous Materials Transp. Act	90-37 Northwest Airlines; 92-76 Safety Equipment; 92-77 TCI; 94-19 Pony Express; 94-28 Toyota; 94-31 Smalling; 95-12 Toyota; 95-16 Mulhall.
Ability to Pay	95-16 Mulhall.
Installment payments	95-16 Mulhall.
Civil Penalty	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
Finanical hardship and inability to pay	95-16 Mulhall.
Minimum penalty	95-16 Mulhall.
Corrective Action	92-77 TCI; 94-28 Toyota.
Criminal Penalty	92-77 TCI; 94-31 Smalling.
Culpability	92-77 TCI; 94-28 Toyota; 94-31 Smalling.
EAJA, applicability of	94-17 TCI; 95-12 Toyota.
First-time violation	92-77 TCI; 94-28 Toyota; 94-31 Smalling.
Gravity of violation	92-77 TCI; 94-28 Toyota; 94-31 Smalling.
Individual violations	95-16 Mulhall.
Knowingly	92-77 TCI; 94-19 Pony Express; 94-31 Smalling.
Informal Conference	94-4 Northwest Aircraft Rental.
Initial Decision	
What constitutes	92-32 Barnhill.
Interference with crewmembers	92-3 Park.
Interlocutory Appeal	89-6 American Airlines; 91-54 Alaska Airlines; 93-37 Airspect; 94-32 Detroit Metropolitan
Internal FAA Policy &/or Procedures	89-6 American Airlines; 90-12 Continental Airlines; 92-73 Wyatt.
Jurisdiction:	
After initial decision	90-20 Degenhardt; 90-33 Cato; 92-32 Barnhill; 93-28 Strohl.
After Order Assessing Civil Penalty	94-37 Houston; 95-19 Rayner.
After withdrawal of complaint	94-39.
\$50,000 Limit	90-12 Continental Airlines.
EAJA cases	92-74 Wendt.

HazMat cases	92-76 Safety Equipment.
NTSB	90-11 Thunderbird Accessories.
Knowledge (See also Weapons Violations) of concealed weapon	89-5 Shultz; 90-20 Degenhardt.
Laches (See Unreasonable Delay)	
Mailing Rule	89-7 Zenkner; 90-3 Metz; 90-11 Thunderbird Accessories; 90-39 Hart.
Overnight express delivery	89-6 American Airlines.
Maintenance (See Aircraft Maintenance)	
Maintenance Instruction	93-36 Valley Air.
Maintenance Manual	90-11 Thunderbird Accessories.
Minimum Equipment List (MEL) (See Aircraft Maintenance)	
Mootness: Appeal dismissed as moot	92-9 Griffin; 94-17 TCI.
National Aviation Safety Inspection Program (NASIP)	90-16 Rocky Mountain.
National Transportation Safety Board:	
Administrator not bound by NTSB case law	91-12 Terry & Menne; 92-49 Richardson & Shimp; 93-18 Westair Commuter.
Lack of Jurisdiction	90-11 Thunderbird Accessories; 90-17 Wilson; 92-74 Wendt.
Notice of Hearing: Receipt	92-31 Eaddy
Notice of Proposed Civil Penalty:	
Initiates Action	91-9 Continental Airlines.
Signature of agency attorney	93-12 Langton.
Withdrawal of	90-17 Wilson.
Operate	91-12 & 91-31 Terry & Menne; 93-18 Westair Commuter.
Oral Argument:	
Decision to hold	92-16 Wendt.
Instructions for	92-27 Wendt.
Order Assessing Civil Penalty:	
Appeal from	92-1 Costello; 95-19 Rayner.
Timeliness of request for hearing	95-19 Rayner.
Withdrawal of	89-4 Metz; 90-16 Rocky Mountain; 90-22 USAir; 95-19 Rayner.
Parts Manufacturer Approval: Failure to obtain	93-19 Pacific Sky Supply.
Passenger Misconduct	92-3 Park.
Smoking	93-37 Giuffrida.
Penalty (See Sanction)	
Person	93-18 Westair Commuter.
Proof & Evidence (See also Federal Rules of Evidence)	
Affirmative Defense	92-13 Delta Air Lines; 92-72 Giuffrida.
Burden of Proof	90-26 & 90-43 Waddell; 91-3 Lewis; 91-30 Trujillo; 92-13 Delta Air Lines; 92-72 Giuffrida; 93-29 Sweeney.
Circumstantial Evidence	90-12, 90-19 & 91-9 Continental Airlines; 93-29 Sweeney.
Credibility (See Administrative Law Judges; Credibility of Witnesses)	
Criminal standard rejected	91-12 Terry & Menne.
Closing Arguments	94-20 Conquest Helicopters.
Extra-record material	95-26 Hereth.
Hearsay	92-72 Giuffrida.
Preponderance of evidence	90-11 Thunderbird Accessories; 90-12 Continental Airlines; 91-12 & 91-31 Terry & Menne; 92-72 Giuffrida.
Presumption that message on ATC tape is received as transmitted.	92-12 Terry & Menne; 92-49 Richardson & Shimp.
Presumption that a gun is deadly or dangerous	90-26 Waddell; 91-30 Trujillo.
Prima facie case	95-26 Hereth.
Settlement offer	95-16 Mulhall.
Substantial evidence	92-72 Giuffrida.
Prima Facie Case. (See also Proof & Evidence)	95-26 Hereth.
Pro Se Parties: Special Considerations	90-11 Thunderbird Accessories; 90-3 Metz; 95-25 Conquest.
Prosecutorial Discretion	89-6 American Airlines; 90-23 Broyles; 90-38 Continental Airlines; 91-41 [Airport Operator]; 92-46 Sutton-Sautter; 92-73 Wyatt; 95-17 Larry's Flying Service.
Reconsideration:	
Denied by ALJ	89-4 & 90-3 Metz.
Granted by ALJ	92-32 Barnhill.
Stay of Order Pending	90-31 Carroll; 90-32 Continental Airlines.
Remand	89-6 American Airlines; 90-16 Rocky Mountain 90-24 Bayer; 91-51 Hagwood; 91-54 Alaska Airlines; 92-1 Costello; 92-76 Safety Equipment; 94-37 Houston.
Repair Station	90-11 Thunderbird Accessories; 92-10 Flight Unlimited; 94-2 Woodhouse.
Request for Hearing	94-37 Houston; 95-19 Rayner.
Rules of Practice (14 CFR Part 13, Subpart G):	
Applicability of	90-12, 90-18 & 90-19 Continental Airlines; 91-17 KDS Aviation.
Challenges to	90-12, 90-18 & 90-19 Continental Airlines; 90-21 Carroll; 90-37 Northwest Airlines.
Effect of Changes in	90-21 Carroll; 90-22 USAir; 90-38 Continental Airlines.
Initiation of Action	91-9 Continental Airlines.
Runway incursions	92-40 Wendt; 90-18 Westair Commuter.

Sanction: Ability to Pay	89-5 Schultz; 90-10 Webb; 91-3 Lewis; 91-38 Esau; 92-10 Flight Unlimited; 92-32 Barnhill; 92-37 & 92-72 Giuffrida; 92-38 Cronberg; 92-46 Sutton-Sautter; 92-51 Koblick; 93-10 Costello; 94-4 Northwest Aircraft Rental; 94-20 Conquest Helicopters; 95-16 Mulhall; 95-17 Larry's Flying Service.
Agency policy:	
ALJ Bound by	90-37 Northwest Airlines; 92-46 Sutton-Sautter.
Statements of (e.g., FAA Order 2150.3A, Sanction Guidance Table, memoranda pertaining to)	90-19 Continental Airlines; 90-23 Broyles; 90-33 Cato; 90-37 Northwest Airlines; 92-46 Sutton-Sautter.
Corrective Action	91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-41 [Airport Operator]; 92-5 Delta Air lines; 93-18 Westair Commuter; 94-28 Toyota.
Discovery (See Discovery)	
Factors to consider	89-5 Schultz; 90-23 Broyles; 90-37 Northwest Airlines, 91-3 Lewis; 91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-41 [Airport Operator]; 92-10 Flight Unlimited; 92-46 Sutton-Sautter; 92-51 Koblick; 94-28 Toyota; 95-11 Horizon.
First-Time Offenders	89-5 Schultz; 92-5 Delta Airlines; 92-51 Koblick.
HazMat (See Hazardous Materials Transp. Act)	
Inexperience	92-10 Flight Unlimited.
Installment Payments	95-16 Mulhall; 95-17 Larry's Flying Service.
Maintenance	95-11 Horizon.
Maximum	90-10 Webb; 91-53 Koller.
Minimum (HazMat)	95-16 Mulhall.
Modified	89-5 Schultz; 90-11 Thunderbird Accessories; 91-38 Esau; 92-10 Flight Unlimited; 92-13 Delta Air Lines; 92-32 Barnhill.
Partial Dismissal of Complaint/Full Saction (See also complaint—)	94-19 Pony Express; 94-40 Polynesian Airways.
Pilot Deviation	92-8 Watkins.
Test object detection	90-18 & 90-19 Continental Airlines.
Unauthorized access	90-19 Continental Airlines; 90-37 Northwest Airlines; 94-1 Delta Air Lines.
Weapons violations	90-23 Broyles; 90-33 Cato; 91-3 Lewis; 91-38 Esau; 92-32 Barnhill, 92-46 Sutton-Sautter; 92-51 Koblick, 94-5 Grant.
Screening of Persons:	
Air Carrier failure to detect weapon Sanction	94-44 American Airlines.
Entering Sterile Areas	90-24 Bayer; 92-58 Hoedl.
Security (See Screening of Persons, Standard Security Program, Test Object Detection, Unauthorized Access, Weapons Violations)	
Separation of Functions	90-12 Continental Airlines; 90-18 Continental Airlines; 90-19 Continental Airlines; 90-21 Carroll; 90-38 Continental Airlines; 93-13 Medel.
Service (See also Mailing Rule)	
Of NPCP	90-22 USAir.
Of FNPCP	93-13 Medel.
Valid Service	92-18 Bargaen.
Settlement	91-50 & 92-1 Costello; 95-16 Mulhall.
Smoking	92-37 Giuffrida; 94-18 Luxemburg.
Standard Security Program (SSP) Compliance with	90-12, 90-18 & 90-19 Continental Airlines; 91-33 Delta Air Lines; 91-55 Continental Airlines; 92-13 & 94-1 Delta Air Lines.
Stay of Orders	90-31 Carroll; 90-32 Continental Airlines.
Pending judicial review	95-14 Charter Airlines.
Strict Liability	89-5 Schultz; 90-27 Gabbert; 91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-58 [Airport Operator].
Test Object Detection	90-12, 90-18, 90-19, 91-9 & 91-55 Continental Airlines; 92-13 Delta Air Lines.
Proof of violation	90-18, 90-19 & 91-9 Continental Airlines; 92-13 Delta Air Lines.
Sanction	90-18 & 90-19 Continental Airlines.
Timelines (See also Complaint; Mailing Rule; and Appeals)	
Of response to NPCP	90-22 USAir.
Of complaint	91-51 Hagwood; 93-13 Medel; 94-7 Hereth.
Of NPCP	92-73 Wyatt.
Of request for hearing	93-12 Langton; 95-19 Rayner.
Unapproved Parts (See also Parts Manufacturer Approval)	93-19 Pacific Sky Supply.
Unauthorized Access:	
To Aircraft	90-12 & 90-19 Continental Airlines; 94-1 Delta Air Lines.
To Air Operations Area (AOA)	90-37 Northwest Airlines; 91-18 [Airport Operator] 91-40 [Airport Operator]; 91-58 [Airport Operator]; 94-1 Delta Air Lines.
Unreasonable Delay in Initiating Action	90-21 Carroll.
Visual Cues Indicating Runway, Adequacy of	92-40 Wendt.
Weapons Violations	89-5 Schultz; 90-10 Webb; 90-20 Degenhardt; 90-23 Broyles; 90-33 Cato; 90-26 & 90-43 Waddell; 91-3 Lewis; 91-30 Trujillo; 91-38 Esau; 91-53 Koller; 92-32 Barnhill; 92-46 Sutton-Sautter; 92-51 Koblick; 92-59 Petek-Jackson; 94-5 Grant; 94-44 American Airlines.
Concealment (See Concealment)	
Deadly or Dangerous	90-26 & 90-43 Waddell; 91-30 Trujillo; 91-38 Esau.

First-time Offenders	89-5 Schultz.
Intent to commit violation	89-5 Schultz; 90-20 Degenhardt; 90-23 Broyles; 90-26 Waddell; 91-3 Lewis; 91-53 Koller.
Knowledge of Weapons Concealment (See also Knowledge)	89-5 Schultz; 90-20 Degenhardt.
Sanction (See "Sanction")	
Weight and Balance	94-40 Polynesian Airways.
Witnesses Absence of, Failure to subpoena	92-3 Park.
Expert testimony (See also Credibility)	
Evaluation of	93-17 Metcalf; 94-3 Valley Air; 94-21 Sweeney.
Expert witness fees (See EAJA)	
<i>Regulations (Title 14 CFR, unless otherwise noted)</i>	
1.1 (maintenance)	94-38 Bohan.
1.1 (operate)	91-12 & 91-31 Terry & Menne; 93-18 Westair Commuter.
1.1 (person)	93-18 Westair Commuter.
13.16	90-16 Rocky Mountain; 90-22 USAir; 90-37 Northwest Airlines; 90-38 91-9 Continental Airlines; 91-18 [Airport Operator]; 91-51 Hagwood; 92-1 Costello; 92-46 Sutton-Sautter; 93-13 Medel; 93- 28 Strohl; 94-27 Larsen; 94-37 Houston; 94-31 Smalling; 95-19 Rayner.
13.201	90-12 Continental Airlines.
13.202	90-6 American Airlines; 92-76 Safety Equipment.
13.203	90-12 Continental Airlines; 90-21 Carroll; 90-38 Continental Air- lines.
13.204	
13.205	90-20 Degenhardt; 91-17 KDS Aviation; 91-54 Alaska Airlines; 92- 32 Barnhill; 94-32 Detroit Metropolitan; 94-39 Kirola; 95-16 Mulhall.
13.206	
13.207	94-39 Kirola.
13.208	90-21 Carroll; 91-51 Hagwood; 92-73 Wyatt; 92-76 Safety Equip- ment; 93-13 Medel; 93-28 Strohl; 94-7 Hereth.
13.209	90-3 Metz; 90-15 Playter; 91-18 [Airport Operator]; 92-32 Barnhill; 92-47 Cornwall; 92-75 Beck; 92-76 Safety Equipment; 94-8 Nunez; 94-5 Grant; 94-22 Harkins; 94-29 Sutton; 94-30 Columna; 95-10 Diamond; 95-28 Valley Air.
13.210	9219 Cornwall; 92-75 Beck; 92-76 Safety Equipment; 93-7 Dunn; 93-28 Strohl; 94-5 Grant; 94-30 Columna; 95-28 Valley Air.
13.211	89-6 American Airlines; 89-7 Zenkner; 90-3 Metz; 90-11 Thunder- bird Accessories; 90-39 Hart; 91-24 Esau; 92-1 Costello; 92-9 Griffin; 92-18 Bargaen; 92-19 Cornwell; 92-57 Detroit Metro. Wayne County Airport; 92-74 Wendt; 92-76 Safety Equipment; 93-2 Wendt; 94-5 Grant; 94-18 Luxemburg; 94-29 Sutton; 95-12 Toyota; 95-28 Valley Air.
13.212	90-11 Thunderbird Accessories; 91-2 Continental Airlines.
13.213	
13.214	91-3 Lewis.
13.215	93-28 Strohl; 94-39 Kirola.
13.216	
13.217	91-17 KDS Aviation.
13.218	89-6 American Airlines; 90-11 Thunderbird Accessories; 90-39 Hart; 92-9 Griffin; 92-73 Wyatt; 93-19 Pacific Sky Supply; 94-6 Strohl; 94-27 Larsen; 94-37 Houston; 95-18 Rayner.
13.219	89-6 American Airlines; 91-2 Continental Airlines; 91-54 Alaska Airlines; 93-37 Airspect; 94-32 Detroit Metro. Wayne Airport.
13.220	89-6 American Airlines; 90-20 Carroll; 91-8 Watts Agricultural Aviation; 91-17 KDS Aviation; 91-54 Alaska Airlines; 92-46 Sut- ton-Sautter.
13.221	92-29 Haggland; 92-31 Eaddy; 92-52 Cullop.
13.222	92-72 Giuffrida.
13.223	91-12 & 91-31 Terry & Menne; 92-72 Giuffrida; 95-26 Hereth.
13.224	90-26 Waddell; 91-4 [Airport Operator]; 92-72 Giuffrida; 94-18 Luxemburg; 94-28 Toyota; 95-25 Conquest.
13.225	
13.226	
13.227	90-21 Carroll; 95-26 Hereth.
13.228	92-3 Park.
13.229	
13.230	92-19 Cornwall; 95-26 Hereth.
13.231	92-3 Park.
13.232	89-5 Schultz; 90-20 Degenhardt; 92-1 Costello; 92-18 Bargaen; 92- 32 Barnhill; 93-28 Strohl; 94-28 Toyota; 95-12 Toyota; 95-16 Mulhall.

13.233	89-1 Gressani; 89-4 Metz; 89-5 Schultz; 89-7 Zenkner; 89-8 Thunderbird Accessories; 90-3 Metz; 90-11 Thunderbird Accessories; 90-19 Continental Airlines; 90-20 Degenhardt; 90-25 & 90-27 Gabbert; 90-35 P. Adams; 90-19 Continental Airlines; 90-39 Hart; 91-2 Continental Airlines; 91-3 Lewis; 91-7 Pardue; 91-8 Watts Agricultural Aviation; 91-10 Graham; 91-11 Continental Airlines; 91-12 Bargaen; 91-24 Esau; 91-26 Britt Airways; 91-31 Terry & Menne; 91-32 Bargaen; 91-43 & 91-44 Delta; 91-45 Park; 91-46 Delta; 91-47 Delta; 91-48 Wendt; 91-52 KDS Aviation; 91-53 Koller; 92-1 Costello; 92-3 Park; 92-7 West; 92-11 Alilin; 92-15 Dillman; 92-16 Wendt; 92-18 Bargaen; 92-19 Cornwall; 92-27 Wendt; 92-32 Barnhill; 92-34 Carrell; 92-35 Bay Land Aviation; 92-36 Southwest Airlines; 92-39 Beck; 92-45 O'Brien; 92-52 Beck; 92-56 Montauk Caribbean Airways; 92-57 Detroit Metro. Wayne Co. Airport; 92-67 USAir; 92-69 McCabe; 92-72 Giuffrida; 92-74 Wendt; 92-78 TWA; 93-5 Wendt; 93-6 Westair Commuter; 93-7 Dunn; 93-8 Nunez; 93-19 Pacific Sky Supply; 93-23 Allen; 93-27 Simmons; 93-28 Strohl; 93-31 Allen; 93-32 Nunez; 94-9 B & G Instruments; 94-10 Boyle; 94-12 Bartusiak; 94-15 Columna; 94-18 Luxemburg; 94-23 Perez; 94-24 Page; 94-26 French Aircraft; 94-28 Toyota; 95-2 Meronek; 95-9 Woodhouse; 95-13 Kilrain; 95-23 Atlantic World Airways; 95-25 Conquest; 95-26 Hereth.
13.234	90-19 Continental Airlines; 90-31 Carroll; 90-32 & 90-38 Continental Airlines; 91-4 [Airport Operator]; 95-12 Toyota.
13.235	90-11 Thunderbird Accessories; 90-12 Continental Airlines; 90-15 Playter; 90-17 Wilson; 92-7 West.
Part 14	92-74 & 93-2 Wendt; 95-18 Pacific Sky Supply.
14.01	91-17 & 92-71 KDS Aviation.
14.04	91-17, 91-52 & 92-71 KDS Aviation; 93-10 Costello; 95-27 Valley Air.
14.05	90-17 Wilson.
14.12	95-27 Valley Air.
14.20	91-52 KDS Aviation.
14.22	93-29 Sweeney.
14.26	91-52 KDS Aviation; 95-27 Valley Air.
14.28	95-9 Woodhouse.
21.303	93-19 Pacific Sky Supply; 95-18 Pacific Sky Supply.
25.855	92-37 Giuffrida.
39.3	92-10 Flight Unlimited; 94-4 Northwest Aircraft Rental.
43.3	92-73 Wyatt.
43.9	91-8 Watts Agricultural Aviation.
43.13	90-11 Thunderbird Accessories; 94-3 Valley Air; 94-38 Bohan.
43.15	90-25 & 90-27 Gabbert; 91-8 Watts Agricultural Aviation; 94-2 Woodhouse.
65.15	92-73 Wyatt.
65.92	92-73 Wyatt.
91.8 (91.11 as of 8/18/90)	92-3 Park.
91.9 (91.13 as of 8/18/90)	90-15 Playter; 91-12 & 91-31 Terry & Menne; 92-8 Watkins; 92-40 Wendt; 92-48 USAir; 92-49 Richardson & Shimp; 92-47 Cornwall; 92-70 USAir; 93-9 Wendt; 93-17 Metcalf; 93-18 Westair Commuter; 93-29 Sweeney; 92-29 Sutton; 95-26 Hereth.
91.29 (91.7 as of 8/18/90)	91-8 Watts Agricultural Aviation; 92-10 Flight Unlimited; 94-4 Northwest Aircraft Rental.
91.65 (91.111 as of 8/18/90)	91-29 Sweeney; 94-21 Sweeney.
91.67 (91.113 as 8/18/90)	91-29 Sweeney.
91.75 (91.123 as of 8/18/90)	91-12 & 91-31 Terry & Menne; 92-8 Watkins; 92-40 Wendt; 92-49 Richardson & Shimp; 93-9 Wendt.
91.79 (91.119 as of 8/18/90)	90-15 Playter; 92-47 Cornwall; 93-17 Metcalf.
91.87 (91.129 as of 8/18/90)	91-12 & 91-31 Terry & Menne; 92-8 Watkins.
91.103	95-26 Hereth.
91.151	95-26 Hereth.
91.173 (91.417 as of 8/18/90)	91-8 Watts Agricultural Aviation.
91.703	94-29 Sutton.
107.1	90-19 Continental Airlines; 90-20 Degenhardt; 91-4 [Airport Operator]; 91-58 [Airport Operator].
107.13	90-12 & 90-19 Continental Airlines; 91-4 [Airport Operator]; 91-18 [Airport Operator]; 91-40 [Airport Operator]; 91-41 [Airport Operator]; 91-58 [Airport Operator].
107.20	90-24 Bayer; 92-58 Hoedl.
107.21	89-5 Schultz; 90-10 Webb; 90-22 Degenhardt; 90-23 Broyles; 90-26 & 90-43 Waddell; 90-33 Cato; 90-39 Hart; 91-3 Lewis; 91-10 Graham; 91-30 Trujillo; 91-38 Esau; 91-53 Koller; 92-32 Barnhill; 92-38 Cronberg; 92-46 Sutton-Sautter; 92-51 Koblick; 92-59 Petek-Jackson; 94-5 Grant; 94-31 Smalling.
107.25	94-30 Columna.

108.5	90-12, 90-18, 90-19, 91-2 & 91-9 Continental Airlines; 91-33 Delta Air Lines; 91-54 Alaska Airlines; 91-55 Continental Airlines; 92-13 & 94-1 Delta Air Lines; 94-44 American Airlines.
108.7	90-18 & 90-19 Continental Airlines.
108.11	90-23 Broyles; 90-26 Waddell; 91-3 Lewis; 92-46 Sutton-Sautter; 94-44 American Airlines.
108.13	90-12 & 90-19 Continental Airlines; 90-37 Northwest Airlines.
121.133	90-18 Continental Airlines.
121.153	92-48 & 92-70 USAir; 95-11 Horizon.
121.317	92-37 Giuffrida; 91-18 Luxembourg.
121.318	92-37 Giuffrida.
121.367	90-12 Continental Airlines.
121.571	92-37 Giuffrida.
121.628	95-11 Horizon.
135.1	95-8 Charter Airlines; 95-25 Conquest.
135.5	94-3 Valley Air; 94-20 Conquest Helicopters; 95-25 Conquest; 95-27 Valley Air.
135.25	92-10 Flight Unlimited; 94-3 Valley Air; 95-27 Valley Air.
135.63	94-40 Polynesian Airways; 95-17 Larry's Flying Service; 95-28 Atlantic.
135.87	90-21 Carroll.
135.95	95-17 Larry's Flying Service.
135.185	94-40 Polynesian Airways.
135.263	95-9 Charter Airlines.
135.267	95-8 Charter Airlines; 95-17 Larry's Flying Service.
135.293	95-17 Larry's Flying Service.
135.343	95-17 Larry's Flying Service.
135.413	94-3 Valley Air.
135.421	93-36 Valley Air; 94-3 Valley Air.
135.437	94-3 Valley Air.
145.53	90-11 Thunderbird Accessories.
145.57	94-2 Woodhouse.
145.61	90-11 Thunderbird Accessories.
191	90-12 & 90-19 Continental Airlines; 90-37 Northwest Airlines.
298.1	92-10 Flight Unlimited.
302.8	90-22 USAir.
49 CFR	
1.47	92-76 Safety Equipment.
171 et seq	95-10 Diamond.
171.2	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
171.8	92-77 TCI.
172.101	92-77 TCI; 94-28 Toyota; 94-31 Smalling.
172.200	92-77 TCI; 94-28 Toyota; 95-16 Mulhall.
172.202	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
172.203	94-28 Toyota.
172.204	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
172.300	94-31 Smalling; 95-16 Mulhall.
172.301	94-31 Smalling; 95-16 Mulhall.
172.304	92-77 TCI; 94-31 Smalling; 95-16 Mulhall.
172.400	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
172.402	94-28 Toyota.
172.406	92-77 TCI.
173.1	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
173.3	94-28 Toyota; 94-31 Smalling.
173.6	94-28 Toyota.
173.22(a)	94-28 Toyota; 94-31 Smalling.
173.24	94-28 Toyota; 95-16 Mulhall.
173.25	94-28 Toyota.
173.27	92-77 TCI.
173.115	92-77 TCI.
173.240	92-77 TCI.
173.243	94-28 Toyota.
173.260	94-28 Toyota.
173.266	94-28 Toyota; 94-31 Smalling.
175.25	94-31 Smalling.
821.30	92-73 Wyatt.
821.33	90-21 Carroll.
Statutes	
5 U.S.C.	
504	90-17 Wilson; 91-17 & 92-71 KIDS Aviation; 92-74, 93-2 & 93-9 Wendt; 93-29 Sweeney; 94-17 TCI; 95-27 Valley Air.
552	90-12, 90-18 & 90-19 Continental Airlines; 93-10 Costello.
554	90-18 Continental Airlines; 90-21 Carroll; 95-12 Toyota.
556	90-21 Carroll; 91-54 Alaska Airlines.
557	90-20 Degenhardt; 90-21 Carroll; 90-37 Northwest Airlines; 94-28 Toyota.

705	95-14 Charter Airlines.
5332	95-27 Valley Air.
11 U.S.C.	
362	91-2 Continental Airlines.
28 U.S.C.	
2412	93-10 Costello.
2462	90-21 Carroll.
49 U.S.C.	
5123	95-16 Mulhall.
49 U.S.C. App.	
1301(31) (operate)	93-18 Westair Commuter.
(32) (person)	93-18 Westair Commuter.
1356	90-18 & 90-19, 91-2 Continental Airlines.
1357	90-18, 90-19 & 91-2 Continental Airlines; 91-41 [Airport Operator]; 91-58 [Airport Operator].
1421	92-10 Flight Unlimited; 92-48 USAir; 92-70 USAir; 93-9 Wendt.
1429	92-73 Wyatt.
1471	89-5 Schultz; 90-10 Webb; 90-20 Degenhardt; 90-12, 90-18 & 90-19 Continental Airlines; 90-23 Broyles; 90-26 & 90-43 Waddell; 90-33 Cato; 90-37 Northwest Airlines; 90-39 Hart; 91-2 Continental Airlines; 91-3 Lewis; 91-18 [Airport Operator]; 91-53 Koller; 92-5 Delta Air Lines; 92-10 Flight Unlimited; 92-46 Sutton-Sautter; 92-51 Koblick; 92-74 Wendt; 92-76 Safety Equipment; 94-20 Conquest Helicopters; 94-40 Polynesian Airways.
1475	90-20 Degenhardt; 90-12 Continental Airlines; 90-18, 90-19 & 91-1 Continental Airlines; 91-3 Lewis; 91-18 [Airport Operator]; 94-40 Polynesian Airways.
1486	90-21 Carroll.
1809	92-77 TCI; 94-19 Pony Express; 94-28 Toyota; 94-31 Smalling; 95-12 Toyota.

Civil Penalty Actions—Orders Issued by the Administrator Digests

(Current as of December 31, 1995)

The digests of the Administrator's final decisions and orders are arranged by order number, and briefly summarize key points of the decision. The following compilation of digests includes all final decisions and orders issued by the Administrator from October 1, 1995, to December 31, 1995. The FAA will publish noncumulative supplements to this compilation on a quarterly basis (e.g., April, July, October, and January of each year).

These digests do not constitute legal authority, and should not be cited or relied upon as such. The digests are not intended to serve as a substitute for proper legal research. Parties, attorneys, and other interested persons should always consult the full text of the Administrator's decisions before citing them in any context.

In the Matter of Atlantic World Airways, Inc.

Order No. 95-23 (10/13/95)

Notice of Appeal Construed as Brief. Atlantic's notice of appeal contains Atlantic's specific objections to the initial decision and meets the requirements for an appeal brief. Agency counsel is given 35 days in which to file a reply brief and is asked to answer a few specific questions concerning whether agency counsel received a copy of Atlantic's answer to

the complaint, and if so, what was the mailing date.

In the Matter of Delta Air Lines, Inc.

Order No. 95-24 (11/7/95)

Appeal Dismissed. Delta has withdrawn its notice of appeal. Therefore, its appeal is dismissed.

In the Matter of Conquest Helicopters, Inc.

Order No. 95-25 (12/19/95)

Appeal Denied as Untimely. Conquest's appeal on the merits should have been filed within 10 days of the law judge's decision finding liability, but was not filed until about a year and half later. Conquest argues that the law changed during pendency of its appeal and that it did not have knowledge of basis for its appeal until the United States Court of Appeals for the Ninth Circuit issued its decision in the *Henderson* case, 733 F.3d 875 (9th Cir. 1993). However, the Ninth Circuit's decision in *Henderson* was based on NTSB case law. Each of the NTSB decisions that the Ninth Circuit Relied on in *Henderson* was issued well before Conquest's case even arose. Thus, Conquest lacks good cause for the untimeliness of its appeal on the merits, and its appeal should be dismissed. The law judge's assessment of a \$2,500 civil penalty is affirmed.

Even on Merits, Violation Still Appropriate. Even if it were necessary to reach the merits, a finding of violation would still be appropriate

because the NTSB cases on which *Henderson* was based did not correctly interpret the aerial photography exception. Any suggestion that an operator can perform an operation for which it is not certificated merely because the passenger has requested it flies in the face of reason and safety. In fact, the NTSB has itself questioned the viability of the cases at issue.

Proper Interpretation of Aerial Photography Exception. When a passenger on an aerial photography flight asks an operator without a Part 135 certificate to land at a site other than the departure point, the operator should inform the passenger that this cannot be done because the necessary certification is lacking. The operator should advise the passenger at that time that any landing other than at the departure point is impermissible.

In the Matter of Eric W. Hereth

Order No. 95-26 (12/19/95)

Preponderance of Evidence Supports ALJ's Decision. The law judge's assessment of a \$3,000 civil penalty is affirmed because a preponderance of the evidence supports the law judge's finding that an airplane crash was due to the pilot's fuel mismanagement rather than to a fuel leak. Mr. Hereth used the wrong flight manual in planning the flight; the manual that he consulted contained a significantly lower fuel burn rate than that of the aircraft which he was flying. FAA inspectors found no evidence of any fuel leak or mechanical

abnormalities. Mr. Hereth failed to provide any evidence of a fuel leak. Also, Mr. Hereth's testimony that the tanks were full at the beginning of the trip was based on nothing more than an assumption. Absent from Mr. Hereth's testimony was any indication that he insured that the tanks were full by some reliable method.

In the Matter of Valley Air Services, Inc.
Order No. 95-27 (12/19/95)

No Error in Accepting Supplement. In the initial application, Valley Air's counsel failed to itemize the attorney fees as required by the EAJA, but Valley Air later filed a supplement itemizing the fees requested. The law judge did not err in accepting Valley Air's supplement. The Federal courts have held that a failure to itemize may be corrected by later supplementation if the government has not shown prejudice.

No Single Position of Agency. Although the law judge stated that a single position of the government must be identified in making the substantial justification determination, the case law does not support this. In a case like this, where four separate regulations allegedly were violated, and the elements of the regulations are not identical, it is inappropriate to identify a single position of the government. The most sensible approach is to identify separate position of the government for each alleged regulatory violation.

Agency Not Substantially Justified. The agency attorney alleged a violation of four different regulations. The record is inadequate to show that the agency was substantially justified in alleging violations of any of the four regulations.

Award Reduced. The award of fees is reduced because the law judge awarded fees stemming from the consolidation of the instant spinners case with another case involving governors in which Valley Air did not prevail. The award is also reduced because the law judge awarded Valley Air expert witness fees that were in excess of the statutory cap. Thus, the law judge's award of \$16,510.21 in attorney fees is reduced to \$14,998.59.

In the Matter of Atlantic World Airways, Inc.

Order No. 95-28 (12/19/95)

Showing a Good Cause Necessary to Excuse Default. A law judge does not have the authority to give a defaulting party additional time to file an answer to the complaint when the party has not provided any good reason for its lateness.

Law Judge's Default Judgment Affirmed. Atlantic World Airways made no showing of good cause for failing to file its answer by the deadline, and therefore the law judge's assessment of the \$3,000 civil penalty requested in the complaint is affirmed.

No Evidence Atlantic Filed Answer Even By Extended Deadline. Even if the law judge did have the authority to extend the deadline without a showing of good cause, the result would be same. There is no evidence in the record that Atlantic filed its answer even by the extended deadline set by the law judge.

Commercial Reporting Services of the Administrator's Civil Penalty Decision and Orders

In June 1991, as a public service, the FAA began releasing to commercial publishers the Administrator's decisions and orders in civil penalty cases. The goal was to make these decisions and orders more accessible to the public. The Administrator's decisions and orders in civil penalty cases are now available in the following commercial publications:

AvLex, published by Aviation Daily, 1156 15th Street, NW, Washington, DC 20005, (202) 822-4669;

Civil Penalty Cases Digest Service, published by Hawkins Publishing Company, Inc., PO Box 480, Mayo, MD, 21106, (410) 798-1677;

Federal Aviation Decisions, Clark Boardman Callaghan, 50 Broad Street East, Rochester, NY 14694, (716) 546-1490.

The decisions and orders may be obtained on disk from Aviation Records, Inc., PO Box 172, Battle Ground, WA 98604, (206) 896-0376. Aeroflight Publications, PO Box 854, 433 Main Street, Gruver, TX 79040 (806) 733-2483, is placing the decisions on CD-ROM. Finally, the Administrator's decisions and orders in civil penalty cases are available on Compuserve and FedWorld.

The FAA has stated previously that publication of the subject-matter index and the digests may be discontinued once a commercial reporting service publishes similar information in a timely and accurate manner. No decision has been made yet on this matter, and for the time being, the FAA will continue to prepare and publish the subject-matter index and digests.

FAA Offices

The Administrator's decisions and orders, indexes, and digests are available for public inspection and copying at the following location in FAA headquarters: FAA Hearing

Docket, Federal Aviation Administration, 800 Independence Avenue SW., Room 924A, Washington, DC 20591; (202) 267-3641.

These materials are also available at all FAA regional and center legal offices at the following locations:

Office of the Assistant Chief Counsel for the Aeronautical Center (AMC-7), Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73125; (405) 954-3296.

Office of the Assistant Chief Counsel for the Alaskan Region (AAL-7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AL 99513; (907) 271-5269.

Office of the Assistant Chief Counsel for the Central Region (ACE-7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426-5446.

Office of the Assistant Chief Counsel for the Eastern Region (AEA-7), Eastern Region Headquarters, JFK International Airport, Federal Building, Jamaica, NY 11430; (718) 553-3285.

Office of the Assistant Chief Counsel for the Great Lakes Region (AGL-7), 2300 East Devon Avenue, Suite 419, Des Plaines, IL 60018; (708) 294-7108.

Office of the Assistant Chief Counsel for the New England Region (ANE-7), New England Region Headquarters, 12 New England Executive Park, Room 401, Burlington, MA 01803-5299; (617) 238-7050.

Office of the Assistant Chief Counsel for the Northwest Mountain Region (ANM-7), Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW, Renton, WA 98055-4056; (206) 227-2007.

Office of the Assistant Chief Counsel for the Southern Region (ASO-7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305-5200.

Office of the Assistant Chief Counsel for the Southwest Region (ASW-7), Southwest Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137-4298; (817) 222-5087.

Office of the Assistant Chief Counsel for the Technical Center (ACT-7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485-7087.

Office of the Assistant Chief Counsel for the Western-Pacific Region (AWP-7), Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 725-7100.

Issued in Washington, DC on January 17, 1996.

James S. Dillman,

Assistant Chief Counsel for Litigation.

[FR Doc. 96-991 Filed 1-23-96; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-96-1]

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 February 13, 1996.

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: nprmts@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 Rule 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 January 18, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 25008, 25898, 25937, 26034, 26036, 26059, 26066, 26085, 26119, 26172, 26177, 26190, 26219, 26418, 26579, 26598, 26959, 26967, 26892, 26940, 26958, 26962, 26963, 26987, 26998, 27013, 27047, 27085, 27190, 27214, 27233, 27239, 27240, 27253, 27255, 27256, 27269, 27274, 27279, 27321, 27323, 27324, 27326, 27337, 27339, 27350, 27351, 27357, 27364, 27375, 27390, 27391, 27397, 38401, 27403, 27424, 27453, 27562, 27468, 27465, 27470, 27489, 27493, 27494, 27507, 27510, 27514, 27518, 27525, 27534, 27544, 27546, 27515, 27553, 27590, 27622, 27625, 27629, 27666, 27668, 27676, 27709, 27725, 27738, 27739, 27740, 27751, 27757, 27825, 27827, 27843, 27868, 27875, 27878, 27891, 27912, 27916, 27949, 27973, 27985, 27988, 28002, 28035, 28036, 28065, 28070, 28076, 28080, 28082, 28130, 28165, 28171, 28175, 28187, 28191, 28204, 28205, 28210, 28211, 28222, 28224, 28234, 28235, 28256, 28263, 38202, 28335, 28342, 28343, 28358, 28366, 28371, 28375, 28385.

Petitioner: Rood et al.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought/Disposition:

To permit exemption from § 121.383(c), commonly referred to as the Age 60 Rule. All of these petitions pertain to the same issue, and, therefore, are addressed here under one summary. *Denial, December 28, 1995, Exemption Nos. 6252 through 6358.*

[FR Doc. 96-992 Filed 1-23-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

[FHWA Docket No. 95-23]

Uniform Relocation Act, Certification Pilot Program in Florida

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: On August 10, 1995, FHWA published a Notice with request for comments concerning The Florida Department of Transportation's (FDOT) proposal to comply with the Uniform Relocation Assistance and Real Property

Acquisition Policies Act (Uniform Act) on Federal-aid highway projects in two of its districts through use of a certification procedure permitted by the Uniform Act. The FDOT proposed to comply with the Uniform Act by conducting its right-of-way program in accordance with State laws determined by the FHWA, the Federal lead agency for the Uniform Act, to have the same purpose and effect as the Uniform Act. This notice is to inform the public that FHWA has accepted FDOT's certification.

DATES: The certification became effective on October 1, 1995, and will run for a period of two years.

FOR FURTHER INFORMATION CONTACT: Marshall Schy, Office of Real Estate Services, HRW-10, (202) 366-2035; or Reid Alsop, Office of Chief Counsel, HCC-31, (202) 366-1371, Federal Highway Administration, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: The Uniform Act (42 U.S.C. 4601-4655) provides relocation benefits to persons forced to move by Federal or federally-assisted programs or projects. It also establishes policies relating to the acquisition of real property for such programs or projects. The FHWA has been designated the Federal Government's lead agency for implementing the Uniform Act.

Sections 210 and 305 of the Uniform Act (42 U.S.C. 4630 and 4655) require State agencies that receive Federal financial assistance for programs or projects that will result in the acquisition of real property or the displacement of persons to provide "assurances" that they will comply with the Act's provisions. Section 103 of the Uniform Act (42 U.S.C. 4604) provides that, in lieu of those assurances, a State agency may comply by certifying (and receiving the FHWA's determination) that it will be operating under State laws that "will accomplish the purpose and effect" of the Uniform Act.

The FDOT applied for a certification pilot program that would cover Uniform Act compliance on Federal-aid highway projects for a period of two years. The FDOT proposed to limit the pilot program to its Districts 2 and 4. District 2 includes the area encompassed by the counties of Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Gilchrist, Hamilton, Lafayette, Levy, Madison, Nassau, Putnam, St. Johns, Suwannee, Taylor, and Union. District 4 includes the area encompassed by the counties of