safely, grabbed the flight attendant's shoulders, and stepped on the flight attendant's foot, causing her sharp pain and a bruise.

Section. The civil penalty the law judge imposed, of $750 for one violation and $1,000 for the other, is not too severe. Although Respondent points out that in another case involving the same regulation, the civil penalty assessed was only $1,000, that case involved only one violation of Section 91.11, while the instant case involves two separate violations.

In the Matter of: Delta Air Lines, Inc.

Order No. 96–7 (2/15/96)

Appeals Dismissed. The parties have withdrawn their respective notices of appeal in this matter. Therefore, the cross-appeals are dismissed.

In the Matter of: Empire Airlines, Inc.

Order No. 96–8 (2/29/96)

Appeals Dismissed. The parties have withdrawn their respective notices of appeal in this matter. Therefore, the cross-appeals are dismissed.

In the Matter of: [Airport Operator]

Order No. 96–9 (3/5/96)

Reconsideration Denied. Nothing in the airport operator's petition for reconsideration warrants modification or reversal of Order No. 96–1. Notably absent from the petition is any case law or other legal authority to support the airport operator's contention that Order No. 96–1 was in error. Moreover, the principal arguments contained in the petition are not new. They have already been considered and rejected by the Administrator. Section 13.234(d) of the Rules of Practice, 14 CFR 13.234(d), permits the Administrator to dismiss summarily petitions to reconsider that are repetitious.

In the Matter of: U.S. Air, Inc.

Order No. 96–10 (3/11/96)

Appeal dismissed. Complainant withdrew its appeal from the law judge's initial decision. Complainant's appeal is dismissed.

In the Matter of: US Air, Inc.

Order No. 96–11 (3/19/96)

Appeal dismissed. Respondent withdrew its appeal from the law judge's initial decision. Respondent's appeal is dismissed.

In the Matter of: U.S. Air, Inc.

Order No. 96–12 (3/19/96)

Appeal dismissed. Respondent withdrew its appeal from the law judge's initial decision. Respondent's appeal is dismissed.

Commercial Reporting Services of the Administrator's Civil Penalty Decisions 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., P.O. 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., P.O. Box 172, Battle Ground, WA 98604, (206) 896–0376. Aeroflight Publications, P.O. 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, AK 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 April 11, 1996.

James S. Dillman,

Assistant Chief Counsel for Litigation.

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BILLING CODE 4910–13–M

[Summary Notice No. PE–96–21]

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 May 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: 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 Regulation (14 CFR Part 11).

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28502.

Petitioner: Cape Smythe Air Service, Inc.

Sections of the FAR Affected: 14 CFR 121.1 and 135.1.

Description of Relief Sought: To permit Cape Smythe Air Service, Inc., to continue to operate its Beechcraft 99 aircraft with up to 15 passenger seats, in part 135 scheduled passenger service.

Docket No.: 28504.

Petitioner: Renown Aviation, Inc.

Sections of the FAR Affected: 14 CFR 121.356(a).

Description of Relief Sought: To permit Renown Aviation, Inc., to operate one Convair 330 non-turbine-powered aircraft (Registration No. N3HH, Serial No. 173), and two Convair 440 non-turbine-powered aircraft (Registration Nos. N202RA and N204RA; Serial Nos. 497 and 504, respectively) without traffic alert and collision avoidance system (TCAS) II equipment installed.

Docket No.: 28513.

Petitioner: Evergreen Helicopters of Alaska, Inc.

Sections of the FAR Affected: 14 CFR 135.153 and 135.180.

Description of Relief Sought: To permit Evergreen Helicopters of Alaska, Inc., to operate five CASA C–212–200–CC aircraft in Angola, Africa, in support of the United Nations Angolan Verification and Enforcement Mission, without these aircraft being equipped with an FAA-approved ground proximity warning system or a traffic alert and collision avoidance system.

Docket No.: 28543.

Petitioner: Bombardier, Inc.

Sections of the FAR Affected: 14 CFR 25.562.

Description of Relief Sought: To allow U.S. certification of the Canadair new model Global Express airplane without being required to meet the dynamic seat test requirements of the FAR.

Dispositions of Petitions

Docket No.: 25493.

Petitioner: Corporate Air.

Sections of the FAR Affected: 14 CFR 21.197(c)(2).

Description of Relief Sought/ Disposition: To allow the issuance of a special flight permit with continuing authorization to the petitioner for aircraft that are operated and maintained in accordance with §§ 135.411(a)(1) and 135.419, ''Approved aircraft inspection program.''

Denial, March 18, 1996, Exemption No. 6416.

[FR Doc. 96–9963 Filed 4–22–96; 8:45 am]

BILLING CODE 4910–13–M

National Highway Traffic Safety Administration

[Docket No. 94–93; Notice 2]

Decision That Nonconforming 1995 Chevrolet 400 SS Pickup Trucks Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of decision by NHTSA that nonconforming 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market and not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for sale in the United States and certified by its manufacturer as complying with the safety standards (the 1995 Chevrolet C1500), and they are capable of being readily altered to conform to the standards.

DATES: The decision is effective on or before April 23, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Wallace Environmental Testing Laboratories, Inc, of Houston, Texas (Registered Importer No. R–90–005) petitioned NHTSA to decide whether 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market are eligible for importation into the United States. NHTSA published notice of the petition on February 22, 1966 (61 FR 6889) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description