

**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: 9-NPRM-CMNTS@faa.dot.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:** Fred Haynes (202) 267-3939 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

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 April 21, 1997.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### **Petitions For Exemption**

*Docket No.:* 012SW.

*Petitioner:* Robinson Helicopter Company.

*Sections of the FAR Affected:* 14 CFR 27.695.

*Description of Relief Sought:* To permit certification of hydraulically boosted controls on the Model R44 helicopter without the necessity of considering the jamming of a control valve as a possible failure signal.

*Docket No.:* 28781.

*Petitioner:* United Airlines, Inc.

*Sections of the FAR Affected:* 14 CFR 121.438.

*Description of Relief Sought:* To permit the petitioner to allow its second-in-command (SIC) pilots that have fewer than 100 hours of flight time as SIC in part 121 operations in the type of airplane being flown to perform takeoffs and landings at airports designated as special airports.

*Docket No.:* 28827.

*Petitioner:* Cessna Aircraft Co.

*Sections of the FAR Affected:* 14 CFR 25.813(e).

*Description of Relief Sought:* To permit the installation of a door between passenger compartments in the Cessna Citation Model 560XL.

*Docket No.:* 28855.

*Petitioner:* Offshore Logistics, Inc.

*Sections of the FAR Affected:* 14 CFR 135.152(a).

*Description of Relief Sought:* To allow the petitioner to operate certain rotorcraft with a seating configuration, excluding pilot seats, of 10 to 19 seats without an approved flight data recorder.

#### **Dispositions of Petitions**

*Docket No.:* 24446.

*Petitioner:* Air Transport Association of America.

*Sections of the FAR Affected:* 14 CFR 121.485(b).

*Description of Relief Sought/Disposition:* To allow the petitioner's member airlines and other similarly situated part 121 air carriers to conduct flights with an airplane having a crew of three or more pilots and an additional flight crewmember.

*Grant, April 18, 1997, Exemption No. 4317F.*

*Docket No.:* 28479.

*Petitioner:* Strong Enterprise.

*Sections of the FAR Affected:* 14 CFR 105.43(a).

*Description of Relief Sought/Disposition:* To permit employees, representatives, and other volunteer experimental parachute test jumpers under Strong Enterprises' control to make tandem parachute jumps while wearing a dual-harness, dual parachute pack having at least one main parachute and one auxiliary parachute. The exemption also permits pilots in command of aircraft involved in these operations to allow such persons to make these parachute jumps.

*Grant, April 11, 1997, Exemption No. 6474A.*

*Docket No.:* 28638.

*Petitioner:* U.S. Department of Justice, Immigration and Naturalization Service.

*Sections of the FAR Affected:* 14 CFR 91.111(b), 91.159(a), and 91.209(a).

*Description of Relief Sought/Disposition:* To permit the petitioner to conduct in-flight identification, surveillance, and pursuit operations consistent with the assigned mission of the Immigration and Naturalization Service.

*Grant, April 10, 1997, Exemption No. 1533C.*

*Docket No.:* 28744.

*Petitioner:* Boeing commercial airplane Group.

*Sections of the FAR Affected:* 14 CFR 25.571(e)(1).

*Description of Relief Sought/Disposition:* To allow the Boeing 737-600/700/800 airplanes relief provided the airplane design complies with the intent of the rule utilizing an impact with a 4 pound bird at "Vc at sea level

or 0.85 Vc at 8,000 feet, whichever is greater.

*Grant, April 8, 1997, Exemption No. 6600.*

[FR Doc. 97-10730 Filed 4-24-97; 8:45 am]

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#### **DEPARTMENT OF TRANSPORTATION**

##### **National Highway Traffic Safety Administration**

[Reference DTNH22-97-H05108]

##### **Discretionary Cooperative Agreements to Support the Demonstration and Evaluation of Safe Communities Programs**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Amendment of agency announcement published February 12, 1997, 62 FR 6603.

**SUMMARY:** The announcement section entitled Application Review Process and Evaluation Factors as appearing on 62 FR 6607 is amended to add the following sentence to the first paragraph:

NHTSA anticipates that an individual, who is not a Federal employee, with technical expertise in state and local data and evaluation methodology will assist in the evaluation of applications received in response to this announcement. Such participation shall not violate any Federal conflicts of interest provisions. Any individual serving in such a capacity will be required to file a statement of financial interests, as well as sign a non-disclosure agreement. Unless an applicant expressly objects to NHTSA's use of such of an individual, NHTSA will assume applicant consent.

**James H. Hedlund,**

*Associate Administrator for Traffic Safety Programs.*

[FR Doc. 97-10731 Filed 4-24-97; 8:45 am]

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#### **DEPARTMENT OF TRANSPORTATION**

##### **National Highway Traffic Safety Administration**

##### **Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; General Motors**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA) Department of Transportation (DOT).

**ACTION:** Grant of petition for exemption.

**SUMMARY:** This notice grants in full the petition of General Motors Corporation