

concerns requiring national regulation. There do not appear to be any appreciable risks of disruption in traffic to and from airports or economic distress among carriers that require a federal policy to balance the goal of noise reduction with economic and technological difficulties.

Additionally, this is not a case where preemption results from actual conflict between state and federal law. As there is no federal requirement concerning the pace of elimination of operations by Stage I aircraft weighing less than 75,000 pounds, aircraft operators may comply with this local ban on such operations. Based upon the record before us, it does not appear that the Stage I ban at Naples Airport would stand as an obstacle to the accomplishment and execution of purposes and objectives of Congress and the FAA. The small number of such aircraft, the fact that none are based at or used by air carriers at the airport, and the role of Naples Airport indicate that the ban would impose a minimal burden on interstate commerce. Should impacts on air commerce occur which are unforeseeable at the time of this approval, or should the FAA receive significant new information such as that the exemptions are granted in an unjust manner, the FAA will reevaluate this determination upon receipt of new information to ascertain whether it still meets the standards for Part 150 approval.

This determination is set forth in detail in a Record of Approval endorsed by the Administrator on March 2, 1999. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of the City of Naples.

Issued in Orlando, Florida on March 4, 1999.

W. Dean Stringer,

Manager, Orlando Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-99-5]

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 April 11, 1999.

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-cmts@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: Cherie Jack (202) 267-7271 or Terry Stubblefield (202) 267-7624 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 March 16, 1999.

Donald P. Byrne,

Assistance Chief Counsel for Regulations.

Petitions For Exemption

Docket No.: 29401.

Petitioner: Hollingshead International, Inc.

Section of the FAR Affected: 14 CFR 25.855(a), 25.857(e), and 25.1447(c)(1).

Description of Relief Sought: To allow the installation of a groom station with

palletized seating provisions for up to 16 supernumeraries in the aft portion of the main deck cargo compartment on an A300 series passenger to freighter conversion with a Class E cargo compartment.

Docket No.: 29422.

Petitioner: Gulfstream Aerospace Corporation.

Section of the FAR Affected: 14 CFR 43.9(a) (3) and (4), 145.59(a), and 145.61.

Description of Relief Sought: To permit Gulfstream authorized technicians and inspection personnel to permanently use electric signatures in lieu of physical signatures to satisfy the signature and recordkeeping requirements of 43.9(a) (3) and (4), 145.59(a), and 145.61.

Docket No.: 29466.

Petitioner: Bombardier Inc.

Section of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought: In lieu of the requirements of 14 CFR § 25.1435(b)(1), for a complete hydraulic system proof pressure test on the airplane, Bombardier proposes to conduct a proof pressure test at the system relief pressure, 3750 psig, and component testing at 1.5 times operating pressure (4500 psig) per § 25.1435(a)(2).

Dispositions of Petitions

Docket No.: 29270.

Petitioner: The Boeing Company.

Section of the FAR Affected: 14 CFR 21.325(b)(3).

Description of Relief Sought/Disposition: To permit Boeing Company to issue export airworthiness approvals for Class II and Class III products manufactured in Canada by Boeing Toronto, Ltd., as an approved supplier to Boeing under Boeing's production certificate No. 700. *Grant, 2/11/99, Exemption No. 6860*

Docket No.: 29409.

Petitioner: Bombardier Aerospace.

Section of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought/Disposition: To permit Bombardier Aerospace type certification of the Model DHC-8 Series 400. The type certification would be accomplished by conducting a proof pressure test of the hydraulic system at 3250 psig (the system relief pressure) per the proposed 25.1435(c)(3) and by component testing at 1.5 times the operating pressure (4500 psig) per the current 25.1435(a)(2). *Grant, 2/22/99, Exemption No. 6864*

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