

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Summary Notice No. PE-99-32]

**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 27, 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, DC 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, DC 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, DC, on October 1, 1999.

**Michael E. Chase,***Acting Assistant Chief Counsel for Regulations.***Petitions for Exemption***Docket No.: 29661.**Petitioner:* Experimental Aircraft Association.*Section of the FAR Affected:* 14 CFR 91.319(a)(2).

*Description of Relief Sought:* This exemption, if granted, would allow the owner of a special airworthiness category aircraft to be compensated for allowing his/her aircraft to be used for transition training and flight reviews under part 61 by authorized flight instructors.

[FR Doc. 99-26168 Filed 10-6-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****The Federal Aviation Administration (FAA) Satellite Operational Implementation Team (SOIT) Hosted Forum on the Capabilities of the Global Positioning System (GPS)/Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)****AGENCY:** Federal Aviation Administration.**ACTION:** Notice of meeting.

*Name:* FAA SOIT Forum on GPS/WAAS/LAAS Capabilities.

*Time and Date:* 9:00 a.m.-5:00 p.m., November 15-16, 1999.

*Place:* The Holiday Inn Fair Oaks Hotel, 11787 Lee Jackson Memorial Highway, Fairfax, Virginia 22033.

*Status:* Open to the aviation industry with attendance limited to space available.

*Purpose:* The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approvals and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by a question and answer session. Those planning to attend are invited to submit proposed discussion topics.

**Registration**

Participants are requested to register their intent to attend this meeting by October 29, 1999. Names, affiliations, telephone and facsimile numbers

should be sent to the point of contact listed below.

**Point of Contact**

Registration and submission of suggested discussion topics may be made to Mr. Steven Albers, phone (202) 267-7301, fax (202) 267-5086, or e-mail at steven.CTR.albers@faa.gov.

Issued in Washington, DC on September 13, 1999.

**Hank Cabler,***SOIT Co-Chairman.*

[FR Doc. 99-26172 Filed 10-6-99; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration**

[Docket No. NHTSA-99-6268; Notice 1]

**AmTran Corporation; Receipt of Application for Decision of Inconsequential Noncompliance**

AmTran Corporation (AmTran), of Conway, Arkansas, has determined that some AmTran model RE (rear engine) school buses do not meet the emergency exits requirements for the rear push out windows specified in Federal Motor Vehicle Safety Standard (FMVSS) No. 217, "Bus Emergency Exits and Window Retention and Release" and has filed an appropriate report pursuant to 49 CFR Part 573, "Defects and Noncompliance Reports." AmTran has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301 "Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

FMVSS No. 217, S5.2.3.4(b) requires that school buses that are equipped with a left side emergency exit door instead of a rear emergency exit door also be equipped with a rear push-out window that provide a minimum opening clearance 41 centimeters high and 122 centimeters wide.

AmTran has notified the National Highway Traffic Safety Administration that it had manufactured approximately 1,100 model RE school buses between January 1, 1998 and April 21, 1999 that do not provide for the minimum clearance requirements for the rear push-out emergency exit windows.

AmTran stated the following:

Description of Equipment Involved: