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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2001-87]

Petitions for Exemption; Summary of Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Dispositions of prior petitions and a correction.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of dispositions of certain petitions previously received and a correction. 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.

FOR FURTHER INFORMATION CONTACT: Forest Rawls (202) 267-8033, Sandy Buchanan-Sumter (202) 267-7271, or Vanessa Wilkins (202) 267-8029, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on October 24, 2001.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2000-8190.

Petitioner: Atlas Air, Inc.

Section of 14 CFR Affected: 14 CFR 121.434(c)(1)(ii).

Description of Relief Sought/

Disposition: To permit Atlas to substitute a qualified and authorized check airman in place of an FAA inspector to observe a qualifying pilot in command who is completing initial or upgrade training specified in § 121.424 during at least on flight leg that includes a takeoff and a landing. *Grant, 10/16/2001, Exemption No. 7641*

Docket No.: 26826.

Petitioner: AAR Corp.

Section of 14 CFR Affected: 14 CFR 21.327(e)(4).

Description of Relief Sought/

Disposition: To permit AAR to export repaired products using FAA Form 8130-3, Airworthiness Approval Tag, without obtaining a written statement from the importing country listing the conditions under § 21.331(a)(1) that have been met. *Denial, 10/02/2001, Exemption No. 7632*

Docket No.: FAA-2001-10070.

Petitioner: Aerolineas Centrales de Colombia, S.A.

Section of 14 CFR Affected: 14 CFR 121.344(e).

Description of Relief Sought/

Disposition: To permit ACES to operate two Avions de Transport Regional ATR 42-500 airplanes without an approved digital flight data recorder installed. *Denial, 10/16/2001, Exemption No. 7644*

Correction

Docket No.: FAA-2001-10045.

Petitioner: Mountain Air Cargo, Inc.

Section of 14 CFR Affected: 14 CFR 91.203(a) and (b), 121.153(a)(1), and 135.25(a)(1).

Description of Relief Sought/

Disposition: To permit MAC to temporarily operate U.S.-registered aircraft in domestic airline operations under part 121 or part 135 without the airworthiness or registration certificate onboard. *Grant, 09/10/2001, Exemption No. 7620*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2001-88]

Petitions for Exemption; Summary of Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of dispositions of certain petitions previously received. 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.

FOR FURTHER INFORMATION CONTACT:

Forest Rawls (202) 267-8033, Sandy Buchanan-Sumter (202) 267-7271, or Vanessa Wilkins (202) 267-8029, Office of Rulemaking (ARM-1) Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on October 24, 2001.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2001-10841.

Petitioner: Great Rivers Pilots Association.

Section of 14 CFR Affected: 14 CFR 135.251, 135.255, 135.353, and appendixes I and J to part 121.

Description of Relief Sought/

Disposition: To permit GRPA to conduct local sightseeing flights at Pittsfield Penstone Municipal Airport for the Pike County Color Drive Fly In during October 2001, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135. *Grant, 10/17/2001, Exemption No. 7646*

Docket No.: FAA-2001-10850.

Petitioner: Western North Carolina Pilots Association, Inc.

Section of 14 CFR Affected: 14 CFR 135.251, 135.255, 135.353, and appendixes I and J to part 121.

Description of Relief Sought/

Disposition: To permit WNCPA to conduct local sightseeing flights at Asheville Regional Airport for Fall Color Scenic Rides during October 2001, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135. *Grant, 10/17/2001, Exemption No. 7645*

Docket No.: FAA-2001-10357.

Petitioner: Executive Aviation Logistics, Inc.

Section of 14 CFR Affected: 14 CFR 135.152.

Description of Relief Sought/

Disposition: To permit EAL to operate its 1975 Gulfstream American Gulfstream II airplane (serial No. 173) under part 135 without the airplane being equipped with an approved digital flight data recorder. *Grant, 10/16/2001, Exemption No. 7643*

Docket No.: FAA-2001-9787.

Petitioner: Alpine Aviation, Inc., dba Alpine Air.

Section of 14 CFR Affected: 14 CFR 61.51(f).

Description of Relief Sought/

Disposition: To permit Alpine Air pilots to log second-in command flight time for cargo flights under instrument flight rules in certain multiengine aircraft when more than one pilot is not required by either the aircraft type certificate or the regulations under which the flight is conducted. *Denial, 10/16/2001, Exemption No. 7642*

Docket No.: FAA-2001-10761.

Petitioner: Mr. Mark Fryburg.

Section of 14 CFR Affected: 14 CFR 135.251, 135.255, 135.353, and appendixes I and J to part 121.

Description of Relief Sought/

Disposition: To permit Mr. Fryburg to conduct local sightseeing flights in the vicinity of Portland, Oregon, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135. The flights will be auctioned on October 27, 2001, to benefit the Unitarian-Universalist Community Church of Washington County. The flights are expected to occur between October 28, 2001, and December 31, 2001. *Grant, 10/17/2001, Exemption No. 7647*

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Modification of Single Car Air Brake Test Procedures

In accordance with part 232 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for modification of the single car air brake test procedures as prescribed in 232.305(a).

The Association of American Railroads

[Docket Number FRA-2001-10819]

Pursuant to 49 CFR 232.307, the Association of American Railroads (AAR) seeks modification of the single car air brake test procedures, S-486, as prescribed in § 232.305(a) of the Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment.

The sections, paragraphs and parts of S-486, that AAR request to be modified are as follows:

3.1.2.9—original If the car is equipped with an empty/load device,

the device must be set to the LOADED position.

(Modification—3.1.2.9) If the car is equipped with an empty/load device, the device must be set to the LOADED position. For side frame sensing devices, place a block (2 inch minimum thickness) under the sensing arm. For slope sheet sensing devices, insert a pin (supplied by Ellcon-National for their empty/load device) or push in a plunger (WABTEC).

The following Note is being added to Section 3.5 System Leakage Test:

(Modification)—

Note: The hand brake Inspection (3.6) can be made while the car brake system is being charged or during the System Leakage Test (3.5)

3.5.2—original If any part of the ball is above the condemning line, it indicates that the brake system is not charged or that excessive leakage exists. Open the flowrator by-pass cock and make a complete check for leakage of all pipe connections, reservoir separation plate gasket, control valve covers and exhausts, service and emergency portion to pipe bracket gaskets, quick service exhaust valves, and vent valve exhausts. Correct any leakage found and repeat the system leakage test.

(Modification—3.5.2) If any part of the ball is above the condemning line, it indicates that the brake system is not charged or that excessive leakage exists. Open the flowrator by-pass cock and make a complete check for leakage. Check all pipe connections, reservoir separation plate gasket, control valve covers, and service and emergency portion mounting gaskets. Correct any leakage found and repeat the system leakage test. If excessive leakage still exists, check all control valve cover gaskets, quick service, manual release valve and vent valve exhausts. Correct any excessive leakage found and repeat the system leakage test.

3.6.1—original Lubricate the hand brake winding shaft and oil cups, if so equipped, with a good grade of 30W oil. With the hand brake in released position, note that the brake cylinder piston push rod(s) have returned into the brake cylinder(s). Apply the hand brake. Observe that the bell crank is in normal working range. Using a bar, determine that all shoes applied by the hand brake are firmly set against the wheels to verify that associated linkage does not bind or foul. On cars with WABCOPAC/NYCOPAC type truck mounted brakes and a hand brake that operates the brake beams on both trucks, a minimum of one shoe on each beam must be firmly set against the wheel to verify that associated linkage does not bind or foul. Release hand brake using

operating wheel and/or lever. Note that drum chain is fully unwound, that bell crank, if so equipped, drops to lower limit, and that there is minimal slack in the horizontal chain.

(Modification—3.6.1) Lubricate the hand brake winding shaft and oil cups, if so equipped, with a good grade of 30W oil. With the hand brake in released position, note that the brake cylinder piston push rod(s) have returned into the brake cylinder(s). Apply the hand brake. Observe that bell crank, if so equipped, is in normal working range. Using a bar, determine that all shoes applied by the hand brake are firmly set against the wheels to verify that associated linkage does not bind or foul. On cars with WABCOPAC/NYCOPAC type truck mounted brakes and a hand brake that operates the brake beams on one or both trucks, a minimum of one shoe on each beam must be firmly set against the wheel to verify that associated linkage does not bind or foul. Release hand brake using operating wheel and/or lever. Note that drum chain is fully unwound, that bell crank, if so equipped, drops to lower limit, and that there is minimal slack in the horizontal chain.

Original—3.8.1 Measure and note brake cylinder piston travel and check all brake levers for angularity. Piston travel on standard (single capacity) 12-inch stroke body mounted brake cylinders is 7 to 9 inches. Other than standard, cars must be adjusted per badge plate or stenciling on car.

(Modification—3.8.1) Measure and note brake cylinder piston travel and check all brake levers for angularity. If piston travel is outside of the nominal range in Rule 3, piston travel must be adjusted to the initial set up dimension.

Original—3.8.2 On cars with direct acting truck mounted brakes without slack adjusters, observe that the piston travel does not exceed 3 inches (without brake shoe renewal). If piston travel exceeds 3 inches, adjustment in accordance with Instruction Pamphlet 2391 Sup.1, Paragraph 1.3.3 is required.

(Modification—The contents of this paragraph are deleted.)

Original—3.8.3 Check the entire rigging system for any binding or fouling.

(Modification—The contents of this paragraph will become the new 3.8.2. There will not be a 3.8.3.)

Original—3.9.1 On cars with less than 100 feet of brake pipe, reduce the brake pipe pressure 50 psi in Position 4 or 5, and then move the device handle to Position 3. (This must not produce an emergency application.) With the brake pipe pressure no lower than 40 psi,