

Issued in Orlando, Florida, April 9, 2002.  
**W. Dean Stringer,**  
*Manager, Orlando Airports Districts Office.*  
 [FR Doc. 02-9853 Filed 4-22-02; 8:45 am]  
**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2002-33]

#### Petitions for Exemption; Summary of Petitions Received

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemption received.

**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 certain petitions seeking relief from specified requirements of 14 CFR. 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, 2002.

**ADDRESSES:** Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-200X-XXXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Sandy Buchanan-Sumter, Office of

Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-7271.

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

Issued in Washington, DC, on April 18, 2002.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

*Docket No.:* FAA-2002-11888.

*Petitioner:* Comair, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.463(c).

*Description of Relief Sought:* To permit Comair to allow the required 5 hours of dispatcher operating familiarization time of 5 hours for the Canadian Regional Jet CL-65 (CL-65) aircraft to fulfill the dispatcher operating familiarization time requirement for the CL-65 and the Embraer EMB-120 Brasilia aircraft (EMB-120), provided the dispatcher has been previously qualified on the EMB-120 and is undergoing recurrent training.

*Docket No.:* FAA-2001-11253.

*Petitioner:* Tyketube Industries, Inc.

*Section of 14 CFR Affected:* 14 CFR 91.107(a)(3)(iii)(B) and (a)(3)(iii)(C)(3); 121.311(b)(1), (b)(2)(ii), and (c)(1); 125.211(b)(2)(ii)(B), (b)(2)(ii)(C), (b)(2)(ii)(D), (c)(1), and (c)(2)(iv); and 135.128(a)(2)(ii)(B), (a)(2)(ii)(C), (a)(2)(ii)(D), and (b).

*Description of Relief Sought:* To permit any person who operates any aircraft, and any person on board any U.S.-registered civil aircraft to use an onboard infant restraint device (U.S. patent No. 5,224,229) that:

1. Is not manufactured to U.S. standards and that does not conform to all applicable Federal motor vehicle safety standards;
2. Is not manufactured to U.S. standards and is not certified for use in motor vehicles and aircraft; and
3. Has not been accepted by the FAA during all phases of flight, including critical phases of flight.

[FR Doc. 02-9944 Filed 4-22-02; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2002-32]

#### Petitions for Exemption; Summary of Petitions Received

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemption received.

**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 certain petitions seeking relief from specified requirements of 14 CFR. 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, 2002.

**ADDRESSES:** Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-200X-XXXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Sandy Buchanan-Sumter, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-7271.

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

Issued in Washington, DC, on April 18, 2002.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

*Docket No.:* FAA-2002-11565.

*Petitioner:* Franklin P. Toups.

*Section of 14 CFR Affected:* 14 CFR §§ 61.65(a)(1) and 61.153(d)(1).

*Description of Relief Sought:* To permit Franklin P. Toups to take a single check ride to obtain his ATP and instrument rating.

[FR Doc. 02-9945 Filed 4-22-02; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues—New Task

**AGENCY:** Federal Aviation Administration (FAA) (DOT).

**ACTION:** Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** The FAA assigned four new tasks to the Aviation Rulemaking Advisory Committee to develop recommendations that will broaden current regulations and advisory material to include state-of-the-art flightdeck displays and new technologies to aid flight crewmembers in decision making. This notice is to inform the public of this ARAC activity.

**FOR FURTHER INFORMATION CONTACT:** Mike Kaszycki, Federal Aviation Administration, Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW., Renton, Washington, 98055; telephone: 425-227-2137; fax: 425-277-1320; e-mail: [mike.kaszycki@faa.gov](mailto:mike.kaszycki@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

##### Problem

Title 14 Code of Federal Regulations § 25.1322 describes standards for the color of warning, caution, advisory, and other message lights that are installed as annunciation displays in the flightdeck. It addresses visual alerting cues only in the form of colored lights installed in the flightdeck. The regulation became effective February 1 1977 (Amendment No. 25-38, 41 FR 44567, December 20, 1976) and has never been amended. It does not consider the use of corresponding aural tones/voice and prioritization of multiple alerts that may occur at the same time. Nor, does it consider new technologies, other than colored lights, that may be more effective in aiding the flightcrew in decision making. Further, § 25.1322 is outdated, does not address safety concerns associated with today's display systems, and has resulted in additional work for applicants when showing compliance, and for the FAA

when addressing new flightdeck designs and the latest display technologies via special conditions and issue papers.

Advisory Circular (AC) 25-11, Transport Category Airplane Electronic Display Systems, contains guidance for demonstrating compliance with § 25.1322. The scope of the AC, which was published July 16, 1987, is limited and pertains strictly to cathode ray tube (CRT) based electronic display systems used for guidance, control, or decision making by the flightcrew. The guidance is clearly outdated in view of the computer-based and other advanced technological instruments used in transport category airplanes today.

Any rule or advisory circulars that results from this action would affect all new transport airplanes that are certified to part 25/Joint Aviation Requirements 25 (JAR-25). Both the FAA and industry agree that § 25.1322 is not appropriate for the current or future flightdeck design and the technologies associated with visual and aural annunciations to the flightcrew. This outdated regulation results in a potentially significant effect on airplane design, product design and technical standard orders, system integration, airplane type certifications and supplemental type certifications, costs associated with certifications, and flightcrew operation on airplane safety.

##### Tasking Statement

For the problem described above, the FAA tasked the ARAC<sup>1</sup> to:

1. Review and recommend revisions § 25.1322 that are necessary to bring the safety standards up-to-date; make the standards more appropriate for addressing current and future flightdeck design and technologies associated with visual and aural annunciation; and address prioritization of multiple alerts that may occur at the same time. At a minimum, the recommendations must consider airworthiness, safety, cost, recent certification and fleet experience, and harmonization of JAR 25.1322.
2. Review the existing Advisory Circular Joint (ACJ) 25.1322 and determine if a harmonized AC 25.1322 should be developed.
3. Identify any rules or advisory circulars that may conflict with the revised rule to determine if changes should be developed and address the proposed changes to §§ 25.1309 and 25.1329 that pertain to alerting.

<sup>1</sup> In 1992, the FAA established the ARAC to provide advice and recommendations to the FAA Administrator on the agency's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitments to harmonize Title 14 of the Code of Federal Regulations (14 CFR) with its partners in Europe and Canada.

4. Recommend revisions to AC 25-11 and ACJ 25-11.

a. Review AC 25-11 and ACJ 25-11 to develop harmonized advisory material. The harmonized guidance material may be significantly different from the existing material, but it must not conflict with the harmonized § 25.1322 standard.

b. Coordinate with other harmonization working groups in revising the advisory material. The Human Factors HWG is currently working a similar activity and should be consulted to ensure that any revised material has appropriate input and influence from the human factors discipline. Review and revision of the powerplant-related sections of AC 25-11 should be delegated to the Powerplant Installation HWG. The Flight Test HWG should review the flight test related sections.

c. Prepare a "user needs analysis" that addresses some unique requirements that are not fully met by the current guidance. (For example, manufacturers and installers of liquid crystal display based systems are considered "users" whose needs may not currently be met.)

d. Review other advisory circulars (such as AC's/ACJ's for various systems) and other industry documents to understand their relevance to AC 25-11. Additionally, recent industry activities have produced materials (for example, Aviation Recommended Practices) that may be useful in developing the harmonized AC.

e. Recommend a format of the advisory circulars that can accommodate future changes. The current AC/ACJ format is not conducive to additions as new systems are developed, new functions are identified, and new technologies are employed. The revised harmonized AC/ACJ should be formatted to accommodate future changes.

For each task, ARAC is to review airworthiness, safety, cost, and other relevant factors, including recent certification and fleet experience. ARAC will submit a report to the FAA (format and content to be determined by the FAA) that recommends revisions to the regulation, including cost estimates, and outlines the information and background for the advisory circulars.

If a notice of proposed rulemaking or notices of proposed advisory circulars are published for public comment as a result of the recommendations, ARAC may be further asked to review all comments received and provide the FAA with a recommendation for disposition of public comments for each project.