

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before January 2, 2003.

**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 a.m. and 5 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:** Denise Emrick or Sandy Buchanan-Sumter, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-5174.

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

Issued in Washington, DC, on December 3, 2002.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### **Petitions for Exemption**

*Docket No.:* FAA-2002-13323.

*Petitioner:* Eagle Jet Charter, Inc.

*Section of 14 CFR Affected:* 14 CFR § 121.313(j).

*Description of Relief Sought:* To permit Eagle Jet to operate its fleet of five Fokker F-27 aircraft without having a door installed between each passenger compartment and pilot compartment that resists forcible intrusion by unauthorized individuals and penetration by small arms fire and fragmentation devices.

*Docket No.:* FAA-2002-13224.

*Petitioner:* Petersen Aviation.

*Section of 14 CFR Affected:* 14 CFR 135.269(b)(5).

*Description of Relief Sought:* To permit Petersen Aviation to operate on-demand charter flights of more than 10 hours but less than 12 hours without meeting the requirement to have

adequate sleeping facilities on the aircraft for the relief pilot.

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

*Petitioner:* Fresh Water Adventures.

*Section of 14 CFR Affected:* 14 CFR 135.267(f).

*Description of Relief Sought:* To permit Fresh Water Adventures to provide each flight crewmember at least 13 rest periods of at least 24 consecutive hours each in each 3-month period beginning in February instead of in each calendar quarter.

[FR Doc. 02-31352 Filed 12-11-02; 8:45 am]

**BILLING CODE 4910-13-P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Aviation Administration**

[Summary Notice No. PE-2002-66]

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

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

**ACTION:** Notice of petition 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 a certain petition 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 January 2, 2003.

**ADDRESSES:** Send comments on the 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-2002-13656-1 at the beginning of your comments. If you wish to receive confirmation that the 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 a.m. and 5 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:**

Carol Greb (816-329-4136), Small Airplane Directorate ACE-111), Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; 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.

Dated: Issued in Washington, DC, on December 9, 2002.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### **Petitions for Exemption**

*Docket No.:* FAA-2002-13656-1.

*Petitioner:* Ente nazionale per l'Aviazione Civile (ENAC).

*Section of 14 CFR Affected:* 14 CFR 23.562.

*Description of Relief Sought:* Iniziative Industriali Italiane (3I) seeks exemption from 14 CFR 23.562 for the Sky Arrow 650 TCS/TCNS models. The Sky Arrow 650 TCS/TCNS models meet the criteria for JAR-VLA class aircraft. Each model has a maximum gross weight equal to 1432 pounds (650kg) and a flap down stall speed equal to 41 knots. The exemption will permit the Sky Arrow 650bTCNS to receive a part 23 normal category type certification as required for night VFR operations and the Sky Arrow 650 TCS to receive a part 23 normal category type certification as required for VFR day operations but with an increased level of safety. The Sky Arrow 650 TCS/TCNS are equipped with compensating design features that provide suitable occupant protection in an emergency dynamic landing condition. The exemption will permit the Sky Arrow 650 TCNS to receive a part 23 normal category type certification as required for night VFR operations and the Sky Arrow 650 TCS to receive a part 23 normal category type certification as required for VFR day operations but with an increased level of safety. The Sky Arrow 650 TCS/TCNS Models are equipped with compensating design features that provide suitable occupants protection in an emergency dynamic landing condition.

[FR Doc. 02-31353 Filed 12-11-02; 8:45 am]

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