

Dated: September 5, 2003.

Ruth A. Whiteside,

*Acting Director General of the Foreign Service
and Director of Human Resources,
Department of State.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2003-54]

Petitions for Exemption; 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 the 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:

Caren Centorelli, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-8199.

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

Issued in Washington, DC, on September 9, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No. FAA-2002-11998.

Petitioner: Bombardier Aerospace.

Section of 14 CFR Affected: 14 CFR 25.785(b).

Description of Relief Sought/

Disposition: To provide relief from the general occupant protection requirements of § 25.785(b) for persons occupying multiple-place side-facing seats during takeoff and landing on Bombardier Model BD100-1A10 airplanes manufactured prior to January 1, 2004.

Grant, 09/02/2003, Exemption No.7884A.

Docket No.: FAA-2002-13385.

Petitioner: Bombardier Aerospace.

Section of 14 CFR Affected: 14 CFR 25.785(b).

Description of Relief Sought/

Disposition: To provide relief from the general occupant protection requirements of § 25.785(b) for persons occupying multiple-place side-facing seats during takeoff and landing on Bombardier Model BD700-1A10 airplanes manufactured prior to January 1, 2004.

Grant, 09/02/2003, Exemption No.7120C.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Technical Standard Order—TSO-C39c, 9g Transport Airplane Seats Certified by Static Testing

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability and requests for public comment.

SUMMARY: This notice announces the availability of and request comments on a proposed Technical Standard Order (TSO) C39c, 9g Transport Airplane Seats Certified by Static Testing. The proposed TSO-C39c prescribes the minimum performance standard (MPS) that a seat to be used in a 9g transport category airplane must meet in order to bear the TSO number on its identification plate. This notice also proposes how existing TSO-C39b will be approved for future TSO applications for seats used in normal, utility and acrobatic airplanes and rotorcraft.

DATES: Comments must identify the TSO and be received on or before October 15, 2003.

ADDRESSES: Send all comments on the proposed technical standard order to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Mr. Hal Jensen, AIR-120. Or, deliver comments to: Federal Aviation Administration, Aircraft Engineering Division, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Hal Jensen, FAA, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs Branch, AIR-120, Room 835, 800 Independence Avenue, SW., Washington, DC, 20591; telephone: (202) 267-8807; fax: (202) 267-5340; e-mail hal.jensen@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed TSO by submitting such written data, views, or arguments, as they desire, to the aforementioned specified address. Comments received on the proposed TSO may be examined, before the closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

Background

In response to a recommendation the Federal Aviation Administration (FAA) streamline the aircraft seat certification processes, we issued a proposed Technical Standard Order (TSO)—C39c, Aircraft Seats and Berths, dated July 12, 2003. The purpose of the proposed TSO-C39c, was to improve the consistent application and interpretation in certifying the 9g static requirement for aircraft seats, and those aircraft seats that must meet the 9g static and 16g dynamic requirements of TSO-C127 and TSO-C127a (TSO-C127/127a).

After considering the comments received, based on our July 12, 2003, request, we decided the FAA and the public would not benefit by combining the static requirements of TSO-C39c with the static requirements of TSO-C127a in this proposed revision. Therefore, proposed TSO-C39c will reference the Society of Automotive Engineers (SAE) Aerospace Standard (AS) 8049, Performance Standards for Seats in Civil Rotorcraft, Transport Aircraft, and General Aviation Aircraft, Rev. A., resulting in the TSO applying only to 9g transport category airplane seats certified by static testing. Note however, the applicability of TSO-C39b, referencing the National Aircraft Standard (NAS) 809, Specification—Aircraft Seats and Berths, will apply to approval of aircraft berths and 9g seats in normal and utility (Type II), acrobatic (Type III), and rotorcraft (Type IV) only.

Although this proposal splits the TSO-C39 by revisions based on the seat's aircraft applicability, we believe it will resolve more issues than other options would introduce. Therefore, based on the public comments received, we determined the technical and procedural issues of standardizing the static requirements of TSO-C39b and