

Issued in Washington, DC, on July 21, 2005.

**Anthony F. Fazio,**  
Director, Office of Rulemaking.

### Petitions for Exemption

*Docket No.:* FAA-2005-21913.  
*Petitioner:* Professional Aviation Maintenance Association.

*Section of 14 CFR Affected:* 14 CFR 65.93(a) Inspection Authorization: Renewal.

*Description of Relief Sought:* The Professional Aviation Maintenance Association (PAMA) requests this exemption to permit a 15-day extension from March 31 to April 15 for attendees of the PAMA convention to submit evidence of compliance with § 65.91(c)(1) through (4). PAMA requests this exemption for 10 years, through 2015.

Because of scheduling events beyond PAMA's control, the PAMA 2006 Aviation Maintenance Symposium, and PAMA's extensive technical education programming, much of which is approved training for Inspection Authorization (IA) renewal, will be held March 28-30, 2006. Many potential attendees have already expressed concern that they will not be able to attend for purposes of IA renewal because of the insufficient time to provide the evidence of their training to their respective Flight Standards District Office before the end of March. Inspection Authorization renewal training is an important reason why many maintenance professionals attend PAMA's annual Symposium.

[FR Doc. 05-14858 Filed 7-26-05; 8:45 am]  
BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2005-43]

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

**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 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, 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 August 8, 2005.

**ADDRESSES:** You may submit comments [identified by DOT DMS Docket Number FAA-2005-20737] by any of the following methods:

- Web Site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

*Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Tim Adams (202) 267-8033, Sandy Buchanan-Sumter (202) 267-7271, 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 July 20, 2005.

**Anthony F. Fazio,**  
Director, Office of Rulemaking.

#### Petitions for Exemption

*Docket No.:* FAA-2005-20737.

*Petitioner:* Mr. Alexander M. Blaine.

*Section of 14 CFR Affected:* 14 CFR 61.213(a)(4)(ii).

*Description of Relief Sought:* To permit Mr. Blaine to be eligible for a ground instructor certificate or rating without taking the knowledge test on

aeronautical knowledge areas in advanced ground instructor rating.

[FR Doc. 05-14859 Filed 7-26-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Consensus Standards, Light-Sport Aircraft

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces the availability of certain new consensus standards and revisions to previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport Aircraft developed these new and revised standards with FAA participation. By this Notice, the FAA finds these new and revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

**DATES:** Comments must be received on or before September 26, 2005.

**ADDRESSES:** Comments may be mailed to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE-114, Attention: Larry Werth, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be e-mailed to: [Comments-on-LSA-Standard@faa.gov](mailto:Comments-on-LSA-Standard@faa.gov). All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM designation and title.

#### FOR FURTHER INFORMATION CONTACT:

Larry Werth, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE-114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4147; e-mail: [larry.werth@faa.gov](mailto:larry.werth@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces the availability of certain new consensus standards and revisions to previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light Sport Aircraft

developed these new and revised standards.

*Comments Invited:* Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

*Background:* Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities", dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

#### Comments on Previous Notices of Availability

In the Notice of Availability (NOA) issued on February 16, 2005, and published in the **Federal Register** on March 3, 2005, the FAA asked for public comments on the 15 consensus standards accepted by that NOA. The comment period closed on May 2, 2005.

The preamble to the Sport Pilot and Light-Sport Aircraft Rule states,

"If comments from the public are received as a result of the Notice of Availability, the FAA will address them during its recurring review of the consensus standards and participation in the consensus standards revision process."

And—

"The FAA will respond to comments on the consensus standards in this revision process."

ASTM International Committee F37 examined the public comments received

on these 15 standards during the May 2005 committee meeting held in Reno, Nevada. The committee determined the comments did not warrant or justify any changes or revisions to the standards.

In the NOA issued on April 7, 2005, and published in the **Federal Register** on April 18, 2005, the FAA asked for public comments on the one consensus standard accepted by that NOA. The comment period closed on June 17, 2005. No comments were received on that consensus standard.

#### Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR part 21, 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards at [afs600.faa.gov](http://afs600.faa.gov).

#### The Revised Consensus Standards and Effective Period of Use

The following previously accepted consensus standards have been revised, and this Notice of Availability is accepting the later revisions. Either the previous revisions or the later revisions may be used for the initial certification of Special Light-Sport Aircraft until November 1, 2005. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision levels to complete that process. After November 1, 2005, manufacturers must use the later revisions and must identify these later revisions in the Statement of Compliance for initial certification of Special Light-Sport Aircraft unless the FAA publishes a specific notification otherwise.

a. ASTM Designation F 2240-03, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft.

b. ASTM Designation F 2241-03, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft.

c. ASTM Designation F 2242-03, titled: Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft.

d. ASTM Designation F 2243-03, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft.

e. ASTM Designation F 2244-03, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft.

f. ASTM Designation F 2352-04, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.

g. ASTM Designation F 2354-04, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft.

h. ASTM Designation F 2356-04, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft.

i. ASTM Designation F 2415-04, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft.

#### The Consensus Standards

The FAA finds the following 8 new and 9 revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The consensus standards listed below may be used unless the FAA publishes a specific notification otherwise.

a. ASTM Designation F 2240-05, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft.

b. ASTM Designation F 2241-05, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft.

c. ASTM Designation F 2242-05, titled: Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft.

d. ASTM Designation F 2243-05, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft.

e. ASTM Designation F 2244-05, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft.

f. ASTM Designation F 2352-05, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.

g. ASTM Designation F 2354-05, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft.

h. ASTM Designation F 2355-05, titled: Standard Specification for Design

and Performance Requirements for Lighter-Than-Air Light Sport Aircraft.

i. ASTM Designation F 2356-05, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft.

j. ASTM Designation F 2415-05, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft.

k. ASTM Designation F 2425-05, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft.

l. ASTM Designation F 2426-05, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft.

m. ASTM Designation F 2427-05, titled: Standard Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft.

n. ASTM Designation F 2447-05, titled: Standard Practice for Production Acceptance Test Procedures for Weight-Shift-Control Aircraft.

o. ASTM Designation F 2448-04, titled: Standard Practice for Manufacturer Quality Assurance System for Weight-Shift-Control Aircraft.

p. ASTM Designation F 2449-05, titled: Standard Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft.

q. ASTM Designation 2457-05, titled: Standard Specification for Required Product Information to be Provided with Weight-Shift-Control Aircraft.

#### Availability

These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959. Individual reprints of this standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832-9585 (phone), (610) 832-9555 (fax), through [service@astm.org](mailto:service@astm.org) (e-mail), or through the ASTM Web site at <http://www.astm.org>. To inquire about standard content and/or membership, or about ASTM International Offices abroad, contact Daniel Schultz, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832-9716, [dschultz@astm.org](mailto:dschultz@astm.org).

Issued in Kansas City, Missouri on July 19, 2005.

**William J. Timberlake,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05-14762 Filed 7-26-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2005-21925; Notice 1]

#### Continental Tire North America, Inc., Receipt of Petition for Decision of Inconsequential Noncompliance

Continental Tire North America, Inc. (Continental Tire) has determined that certain tires that it produced do not comply with S6.5 of 49 CFR 571.119, Federal Motor Vehicle Safety Standard (FMVSS) No. 119, "New pneumatic tires for vehicles other than passenger cars." Continental Tire has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Continental Tire has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Continental Tire's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

Affected are a total of approximately 430 tires produced on May 24, 2005. One requirement of S6.5 of FMVSS No. 119, tire markings, is that the tire identification shall comply with 49 CFR Part 574, "Tire Identification and Recordkeeping," which includes the marking requirements of 574.5(b) DOT size code, and 574.5(c) DOT tire type. The subject tires are incorrectly marked for both size code and tire type. The markings read "A3 3T 1WP XXXX" when they should read "A3 55 1N1 XXXX."

Continental Tire explains:

[T]he curing mold used in the production of the tires was being serviced. During the service, the interchangeable plugs that contain the DOT size and type information came out of the mold. The individual replacing the plugs inserted plugs engraved with the incorrect information. The noncompliance was discovered after 430 tires had been cured in this mold.

Continental Tire believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Continental Tire states that "[a]ll other sidewall identification markings and safety information are correct, referring to recognizable size markings and load carrying capacities. A consumer or dealer examining the DOT Code could still determine the correct

manufacturing plant and correct manufacturing date."

Interested persons are invited to submit written data, views, and arguments on the petition described above. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods. Mail: Docket Management Facility, U.S. Department of Transportation, Nassif Building, Room PL-401, 400 Seventh Street, SW., Washington, DC, 20590-0001. Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC. It is requested, but not required, that two copies of the comments be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except Federal holidays. Comments may be submitted electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help" to obtain instructions for filing the document electronically. Comments may be faxed to 1-202-493-2251, or may be submitted to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

The petition, supporting materials, and all comments received before the close of business on the closing date indicated below will be filed and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated below.

*Comment closing date:* August 26, 2005.

**Authority:** 49 U.S.C. 30118, 30120; Delegations of authority at CFR 1.50 and 501.8.

Issued on: July 21, 2005.

**Ronald L. Medford,**

*Senior Associate Administrator for Vehicle Safety.*

[FR Doc. 05-14856 Filed 7-26-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2005-21192; Notice 2]

#### ArvinMeritor, Inc., Denial of Petition for Decision of Inconsequential Noncompliance

ArvinMeritor Inc. (ArvinMeritor) has determined that certain automatic slack