a seven days on, seven days off work rotation schedule.

Docket No.: FAA–2001–11150.

Petitioner: F.S. Air Service, Inc.

Section of 14 CFR Affected: 14 CFR 25.857(b)(3).

Description of Relief Sought: To allow FSAS to configure the CASA C–212 CC and CD series airplane in a passenger/cargo configuration and be exempt from the requirements of 14 CFR 25.857(b)(3) for a ''separate approved smoke detector or fire detector system to give warning at the pilot or flight engineer station.''

[FR Doc. 02–1160 Filed 1–15–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2001–96]

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 January 11, 2002.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA–2001–11089 (previously Docket No. 28660).

Petitioner: Collings Foundation.

Section of 14 CFR Affected: 14 CFR 91.315, 91.319(a), 119.5(g), and 119.21(a).

Description of Relief Sought/Disposition: To permit Collings to operate its Boeing B–17 aircraft, which is certificated in the limited category, for the purpose of carrying passengers on local flights for compensation or hire. *Grant, 12/13/2001, Exemption No. 6540D*

Docket No.: FAA–2001–10831.

Petitioner: Pomona Valley 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 PVPA to conduct local sightseeing flights at Cable Airport, Upland, California, during January 2002, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135. *Grant, 12/11/2001, Exemption No. 7682*

Docket No.: FAA–2001–11081.

Petitioner: Merlin Airways.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Merlin to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft. *Grant, 12/11/2001, Exemption No. 7681*

Docket No. 30155.

Petitioner: University of Oklahoma Department of Aviation.

Section of 14 CFR Affected: 14 CFR 141.36(b)(2)(i), (c)(3)(i), (d)(1), and (d)(2)(i).

Description of Relief Sought/Disposition: To permit ODA to use an assistant chief flight instructor (1) who has not had at least 1 year of flight instructor training experience for a course of training leading to the issuance of a recreational or private pilot certificate or rating, (2) who has not had at least 1 year of instrument flight instructor training experience for a course of training leading to the issuance of an instrument rating or a certification with instrument privileges, and (3) who has not had at least 1,000 hours as pilot in command and 1½ years of flight instructor training experience for a course of training leading to the issuance of other than a recreational or private pilot certificate or rating, or an instrument rating or a certificate with instrument privileges, *Denial, 12/07/2001, Exemption No. 7683.*

Docket No.: FAA–2001–11129.

Petitioner: Heartland Aviation, Inc.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Heartland to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft. *Grant, 12/14/2001, Exemption No. 7684*

Docket No.: FAA–2001–11050.

Petitioner: Big Sky Transportation dba Big Sky Airlines.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit BSA to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft. *Grant, 12/19/2001, Exemption No. 7685*

[FR Doc. 02–1161 Filed 1–15–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2001–97]

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 pertitions 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.

Dated: Issued in Washington, DC, on January 11, 2002.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA–2001–10004.

Petitioner: America West Airlines, Inc.

Section of 14 CFR Affected: 14 CFR 93.123.

Description of Relief Sought/ Disposition: To permit America West to operate three flights at Ronald Reagan Washington National Airport, *Grant, 12/ 10/2001, Exemption No. 5133J.*

Docket No.: FAA–2001–11054.

Petitioner: SC Aviation, Inc.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/ Disposition: To permit SCA to operate certain aircraft under part 135 without TSO–C112 (Mode S) transponder installed in the aircraft. *Grant, 12/05/ 2001, Exemption No. 7673.*

Docket No.: FAA–2001–11059.

Petitioner: Mulchatna Air Service.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/ Disposition: To permit MAS to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft. *Grant, 12/05/ 2001, Exemption No. 7674.*

Docket No.: FAA–2000–8091.

Petitioner: Mr. Larry G. Munro.

Section of 14 CFR Affected: 14 CFR 61.3(j)(1).

Description of Relief Sought/ Disposition: To permit Mr. Munro to act as a pilot in certain international operations after reaching his 60th birthday. *Denial, 11/27/2001, Exemption No. 7669.*

[FR Doc. 02–1162 Filed 1–15–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Model Deployment of a Regional, Multi-Modal 511 Traveler Information System; Request for Participation

AGENCY: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), DOT.

ACTION: Notice; request for participation.

SUMMARY: The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are seeking applications from public agencies that are currently deploying, or operating, a telephone system that delivers traveler information services so that those agencies may enhance their system to provide a high quality 511 service. This effort will provide for the enhancements to an existing telephone traveler information service, which has converted to the nationally available three-digit telephone number, 511, or will soon convert to 511. The purpose of this model deployment is to establish and document an innovative example of a 511 system that advances content quality and user interfaces. Applicants in response to this notice are encouraged to demonstrate their readiness to develop and implement a state-of-the-art 511 traveler information service and to articulate the adequacy of their proposed approach related to geographic areas, institutional coordination, and information to be provided.

DATES: Applications must be received at the office designated below on or before 4 p.m. on March 18, 2002.

ADDRESSES: Applications should be submitted to the U.S. Department of Transportation, Intelligent Transportation Systems (ITS) Joint Program Office (JPO), 511 Model Deployment, 400 Seventh St., SW., Room 3416, HOIT–1, Washington, DC 20590–0001.

FOR FURTHER INFORMATION CONTACT: For technical questions or concerns, please contact Mr. Robert Rupert, FHWA Office of Travel Management (HOTM–1), (202) 366–2194; Mr. Ron Boenau, FTA Advanced Public Transportation Systems Division (TRI–11), (202) 366–4995; or Mr. James Pol, FHWA Intelligent Transportation Systems (ITS) Joint Program Office (HOIT–1), (202) 366–4374. For legal questions or concerns please contact Ms. Gloria Hardiman-Tobin, FHWA Office of Chief Counsel (HCC–40), (202) 366–0780; or Ms. Linda Sorkin, FTA Office of Chief Counsel (HCC–20), (202) 366–1936; Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590–0001. Office hours are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512–1661. Internet users may reach the Office of the Federal Register's home page at *http://www.nara.gov/ fedreg* and the Government Printing Office's web page at *http:// www.access.gpo.gov/nara.*

The document may also be viewed at the U.S. DOT's ITS home page at *http:/ /www.its.dot.gov.*

Background

On July 21, 2000, the Federal Communications Commission assigned 511 as the nationwide traveler information telephone number and granted responsibility for it to government transportation agencies. The nationwide three-digit number utilizes and significantly advances the intelligent transportation infrastructure already in place to assist some States and cities in providing traveler information. Data obtained from 511 traveler information services will provide current information about bad weather, construction, or traffic jams that cause delays for businesses and the general public, as well as information about the status of transit buses, ferries, light rail, and other public transportation in local communities. In addition, by providing information that will direct drivers away from congestion and hazardous conditions, better access will be available for emergency vehicles responding to incidents.

This model deployment seeks to demonstrate the potential of 511 services to bring together various and disparate data, and provide useful information to travelers and potential travelers through a state-of-the-art telephone interface. The selected application (or applications) will demonstrate an understanding of the project objectives and will describe an approach that can be realistically accomplished within the schedule and funding constraints. The selected application will represent a location that presents a rich environment for generating a demand for traveler information. This environment will include recurring traffic congestion, on-going roadway construction impacting regional travel, variable weather conditions that impact travel, the availability of multiple modes of travel, and coordination with public safety agencies in a regional incident management program.

The timing of this model deployment has been planned by the U.S. DOT to take advantage of several on-going efforts by both the American Association of State Highway Transportation Officials (AASHTO) and the U.S. DOT. These efforts are at various stages of completion at the time of the release of this request for participation (RFP). It is the goal of the U.S. DOT that this model deployment illustrates how the innovative application of technologies can create a highly effective 511 service that sets a standard for high quality telephone traveler information. Some on-going research activities are likely to yield