

Regulations (14 CFR Chapter I), 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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before August 7, 1995.

ADDRESS: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. ____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part II of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on July 13, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28166.

Petitioner: Mr. Ronald T. Brown.

Sections of the FAR Affected: 14 CFR 43.3 and 43.7.

Description of Relief Sought: To permit Mr. Brown to perform maintenance, repairs, and inspections on his 1943 Fairchild PT23C-M62C 66020, serial number 147HO, without holding a mechanic certificate, repairman certificate, repair station certificate, an operating certificate under 14 CFR part 121, 127, or 135, or an inspection authorization; without working under the supervision of a holder of a mechanic or repairman certificate; or without being an aircraft, airframe, aircraft engine, propeller,

appliance, or component part manufacturer.

Docket No.: 28201.

Petitioner: Alaska Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.481 and 121.483.

Description of Relief Sought: To permit Alaska Airlines, Inc., to conduct flight operations to and from the State of Alaska and the continental United States under the requirements of the domestic flight time limitations and rest requirements of 14 CFR 121.471.

Docket No.: 28203.

Petitioner: Airpower, Inc.

Sections of the FAR Affected: 14 CFR 91.205.

Description of Relief Sought:

To permit certain instrument rated pilots employed by Airpower, Inc., to operate two Gruman C-1A aircraft (N6193N and N6193Z) in Class A airspace, under an experimental certificate, using a Global Positioning System receiver authorized under Technical Standard Order No. 129 for enroute and terminal navigation in lieu of approved distance measuring equipment.

Docket No.: 28212.

Petitioner: Air Logistics.

Sections of the FAR Affected: 14 CFR 135.243 (b) and (c) and 135.245(a).

Description of Relief Sought: To permit Air Logistics to operate U.S.-registered aircraft under 14 CFR part 135 in a foreign country, using pilots certificated in that country.

Dispositions of Petitions

Docket No.: 27141.

Petitioner: Panther Aviation, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit Panther to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, May 12, 1995, Exemption No. 6089.*

Docket No.: 27953.

Petitioner: Aero Sports Connection, Inc.

Sections of the FAR Affected: 14 CFR 103.1 (a) and (e)(1) through (e)(4).

Description of Relief Sought/

Disposition: To allow Aero Sports Connections, Inc. (ASC), to conduct training by approved flight instructors in two-place ultralight vehicles. Additionally, the exemption permits ASC to operate powered ultralight vehicles at an empty weight of not more than 496 pounds, with a vehicle tank capacity of not more than 10 gallons, with a vehicle stall speed of not more than 32 knots, and with a maximum

speed of not more than 75 knots. *Grant, May 9, 1995, Exemption No. 6080.*

Docket No.: 28071.

Petitioner: Frontier Flying Service, Inc.

Sections of the FAR Affected: 14 CFR 135.180.

Description of Relief Sought/

Disposition: To allow Frontier Flying Service, Inc., to operate turbine powered airplanes having passenger seat configurations, excluding any pilot seat, of 10 to 30 seats, without an approved traffic alert and collision avoidance system (TCAS) within the airspace of the State of Alaska and any foreign airspace as approved by the foreign civil aviation authority, after February 9, 1995. *Denial, May 16, 1995, Exemption No. 6088.*

Docket No.: 28094.

Petitioner: American Trans Air.

Sections of the FAR Affected: 14 CFR 121.433(c)(1)(iii), 121.441(a)(1), 121.441(b)(1), and appendix F, part 121.

Description of Relief Sought/

Disposition: To permit American Trans Air to conduct a single visit training program (SVTP) for flight crewmembers, and eventually transition into the Advanced Qualification Program (AQP) codified in Special Aviation Regulation (SFAR) 58. *Grant, May 18, 1995, Exemption No. 6090.*

Docket No.: 28101.

Petitioner: Sun Jet International Airlines.

Sections of the FAR Affected: 14 CFR 121.343(l)(1).

Description of Relief Sought/

Disposition: To permit Sun Jet to operate two Douglas DC-9-31 aircraft after May 26, 1995, until July 9, 1995, that are equipped with digital flight data recorders that are capable of recording only 6 of 11 required parameters.

Denial, May 19, 1995, Exemption No. 6087.

[FR Doc. 95-17597 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-95-24]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

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 (14 CFR Part 11), this notice contains a summary of certain

petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), 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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before August 7, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on July 13, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28185.

Petitioner: Airline Interiors.

Sections of the FAR Affected: 14 CFR 21.439(a)(3).

Description of Relief Sought: To allow Airline Interiors to be eligible for a designated alteration station authorization without owning or leasing an aircraft hangar.

Docket No.: 28187.

Petitioner: Mr. Jimmy P. Thompson.

Sections of the FAR Affected: 14 CFR 212.383(c).

Description of Relief Sought: To permit Mr. Thompson to serve as a pilot

on an airplane engaged in operations conducted under part 121 after he has reached his 60th birthday.

Docket No.: 28204.

Petitioner: Mr. Eugene D. Olson.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Olson to act as a pilot on an airplane engaged in operations conducted under part 121 after he has reached his 60th birthday.

Docket No.: 28211.

Petitioner: Mr. Milton J. Songy.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Songy to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Docket No.: 28220.

Petitioner: Air Transport Association of America.

Sections of the FAR Affected: 14 CFR 121.571(a)(1)(i) and 121.585(i) (1), (2), (3), and (4).

Description of Relief Sought: To permit ATA's member airlines and similarly situated part 121 certificate holders to omit certain smoking and exit seating announcements from their passenger briefings.

Docket No.: 28222.

Petitioner: Mr. Graham G. Olson.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Olson to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Docket No.: 28230.

Petitioner: AOPA Air Safety Foundation.

Sections of the FAR Affected: 14 CFR 141.41(a)(1).

Description of Relief Sought: To permit the Air Safety Foundation to credit training time acquired on certain personal computer-based pilot ground trainers as flight training time required for an instrument pilot rating.

Docket No.: 28234.

Petitioner: Mr. Donald I. McKay.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. McKay to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Docket No.: 28235.

Petitioner: Mr. James A. Fitts.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Fitts to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Dispositions of Petitions

Docket No.: 26440.

Petitioner: Dassault Falcon Jet Corporation.

Sections of the FAR Affected: 14 CFR 47.65 and 47.69(b).

Description of Relief Sought/Disposition: To extend Exemption No. 5315, as amended, which permits Dassault Falcon Jet Corporation to obtain a Dealer's Aircraft Registration Certificate without meeting the United States citizenship requirements and to conduct limited flights outside the United States. *Grant, May 26, 1995, Exemption No. 5315B.*

Docket No.: 27139.

Petitioner: Helicopter Adventures, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To extend Exemption No. 5698, which allows Helicopter Adventures, Inc., to operate its part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 16, 1995, Exemption No. 5698A.*

Docket No.: 27143.

Petitioner: Columbia Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c).

Description of Relief Sought/Disposition: To extend Exemption No. 5696, which allows Columbia Helicopters, Inc., to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 16, 1995, Exemption No. 5696A.*

Docket No.: 27147.

Petitioner: Bulldog Airlines, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To extend Exemption No. 5739, which allows Bulldog Airlines, Inc., to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 5, 1995, Exemption No. 5739A.*

Docket No.: 27166.

Petitioner: Puget Sound Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To extend Exemption No. 5701, which allows Puget Sound Helicopters, Inc., to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 13, 1995, Exemption No. 5701A.*

Docket No.: 27167.

Petitioner: Alaska Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To extend Exemption No. 5709, which allows Alaska Helicopters, Inc., to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 16, 1995, Exemption No. 5709A.*

Docket No.: 27258.

Petitioner: Air Methods.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To extend Exemption No. 5720, which allows Air Methods to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 5, 1995, Exemption No. 5720A.*

Docket No.: 27539.

Petitioner: ProMech Inc., dba Seaborne Seaplane Adventures.

Sections of the FAR Affected: 14 CFR 135.173.

Description of Relief Sought/Disposition: To permit Seaborne Seaplane Adventures to operate two DeHavilland Twin Otter DHC-6-300 aircraft that are not equipped with weather radar equipment. *Denial, June 7, 1995, Exemption No. 6098.*

Docket No.: 28096.

Petitioner: Boeing Commercial Airplane Group.

Sections of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought/Disposition: To permit type certification of the Model 737-700 by testing of the complete hydraulic system at 3400 psig, the system relief pressure. *Grant, May 17, 1995, Exemption No. 6086.*

Docket No.: 28112.

Petitioner: Ipeco Europe.

Sections of the FAR Affected: 14 CFR 25.562(b)(2).

Description of Relief Sought/Disposition: To make permanent Exemption No. 5740, as amended, which allows Ipeco Europe exemption from the floor warpage test requirement for Ipeco pilot and co-pilot seats in Dornier model 328 airplanes, only for those D0328 airplanes registered prior to June 30, 1995. *Denial, June 2, 1995, Exemption No. 6097.*

Docket No.: 28115.

Petitioner: Aero Flight Service, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Aero Flight Service, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, May 9, 1995, Exemption No. 6084.*

Docket No.: 28140.

Petitioner: Aviation Charter, Inc.

Sections of the FAR Affected: 14 CFR 134.143(c)(2).

Description of Relief Sought/Disposition: To permit Aviation Charter, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6107.*

Docket No.: 28158.

Petitioner: Twin Otter International, Ltd.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Twin Otter International, Ltd., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 16, 1995, Exemption No. 6111.*

Docket No.: 28159.

Petitioner: Grand Canyon Airlines.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Grand Canyon Airlines to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6101.*

Docket No.: 28172.

Petitioner: Helicopters International, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Helicopters International, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6109.*

Docket No.: 28173.

Petitioner: Bemidji Airlines.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Bemidji Airlines to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6110.*

Docket No.: 28174.

Petitioner: Air Carriage.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Air Carriage to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6108.*

Docket No.: 28208.

Petitioner: K-C Aviation, Inc.

Sections of the FAR Affected: 14 CFR 25.562(a), (b), and (c).

Description of Relief Sought/Disposition: To allow installation of "executive seating" in Jetstream Model 4100 airplanes, until such time as design solutions are available. *Partial Grant, June 15, 1995, Exemption No. 6100.*

[FR Doc. 95-17598 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

Availability of Solicitation for Development of a High Speed Computer Tomography Explosive Detection Device

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Availability of Solicitation.

SUMMARY: The FAA is authorized under Section 107 of the Aviation Security Improvement Act of 1990 (P.L. 101-604) to award grants for the implementation of technologies and procedures to counteract terrorist acts against civil aviation. Further, Section 307 of the FAA Reauthorization Act of 1994 (Public Law 103-305) permits the Administrator to enter into cooperative agreements, on a cost sharing basis, with Federal and non-Federal entities to conduct aviation research, engineering and development, including the development of prototypes and demonstration models. The FAA has criteria for certification of Explosion Detection Systems (EDS) which call for the equipment to detect, under realistic air carrier operating conditions, the amounts, configurations and types of explosive materials likely to be used to cause catastrophic damage to commercial aircraft. At present, only one EDS device based on computer tomography (CT) technology has been certified by the FAA. This project has as a goal the development of alternative CT-based explosive detection systems to foster competition in the EDS market. Greater competition should lead to lower prices, greater innovation, and ultimately, greater safety for the air traveler.

DATES: Requests for the solicitation must be received on or before July 25, 1995. The solicitation will open on July 7, 1995, and will close on September 1, 1995. All applications responsive to the solicitation must be received on or before September 1, 1995.

ADDRESSES: Inquiries regarding this matter should be directed to: CT