

**Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending July 5, 1996**

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et. seq.*). The due date for Answers, Conforming Applications, or Motions to modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-96-1503.

*Date filed:* July 5, 1996.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* August 2, 1996.

*Description:* Application of American Trans Air, Inc. pursuant to 49 U.S.C. 41101 and Subpart Q for a certificate of public convenience and necessity authorizing American Trans Air, Inc. to engage in the scheduled foreign air transportation of persons, property, and mail between Orlando, Florida, and Grand Cayman, Cayman Islands.

Paulette V. Twine,

*Chief, Documentary Services Division.*

[FR Doc. 96-18014 Filed 7-15-96; 8:45 am]

BILLING CODE 4910-62-P

**Federal Aviation Administration**

[Summary Notice No. PE-96-33]

**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.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before August 5, 1996.

**ADDRESS:** 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 10, 1996.

Michael E. Chase,

*Acting Assistant Chief Counsel for Regulations.*

Petitions for Exemption

*Docket No.:* 28575

*Petitioner:* Business Express Airlines, Inc.

*Sections of the FAR Affected:* 14 CFR 91.207(a)

*Description of Relief Sought:* To permit Business Express Airlines, Inc., to operate Saab SF340 aircraft under part 121 and Beech 1900C aircraft under part 135 with the emergency locator transmitter permanently removed.

*Docket No.:* 28578

*Petitioner:* Northern Air Cargo, Inc.

*Sections of the FAR Affected:* 14 CFR 121.380(a)(2)(ii)

*Description of Relief Sought:* To permit Northern Air Cargo, Inc., to operate its 14 Douglas DC-6 cargo aircraft without maintaining records of the total time in service of each engine and propeller.

*Docket No.:* 28593

*Petitioner:* Empresa de Aerotaxi e Manutencao Pampulha, Ltda.

*Sections of the FAR Affected:* 14 CFR 145.47(b)

*Description of Relief Sought:* To permit Empresa de Aerotaxi e Manutenção Pampulha, Ltda., an FAA-certificated foreign repair station located in Belo Horizonte, Brazil, (FAA Certificate No. XT7Y718J) to substitute the calibration standards of the Brazilian National Standard Laboratory, Instituto Nacional de Metrologia, Mormalização e Qualidade Industrial, for the calibration standards of the U.S. National Institute of Standards and Technology to test its inspection and test equipment.

*Docket No.:* 28598

*Petitioner:* Boeing Commercial

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

*Description of Relief Sought:* To permit Boeing Commercial to (1) use the Model 777-200 airplane hydraulic system proof pressure test results to show compliance for the longer fuselage Model 777-300 airplane hydraulic system by conducting a similarity analysis; and (2) for the newly added tail skid system on the 777-300, conduct a proof pressure test at 3400+/- 100 psig in lieu of the static proof pressure test at 1.5 times the design operating pressure, as required by the FAR.

Dispositions of Petitions

*Docket No.:* 25286

*Petitioner:* United States Parachute Association

*Sections of the FAR Affected:* 14 CFR 91.307(a)(2), 91.607, and 105.43(a)

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 4946, as amended, which permits the United States Parachute Association (USPA) to allow parachutists who are foreign nationals to participate in U.S. National Skydiving Championship events sponsored by the USPA without meeting the parachute equipment and packing requirements of § 105.43(a). In addition, the exemption allows the carriage of up to 40 parachutists in DC-3/C-47 aircraft during sport parachuting activities sponsored by the USPA.

*Grant, May 31, 1996, Exemption No. 4946E*

*Docket No.:* 26223

*Petitioner:* Airbus Service Company, Inc.

*Sections of the FAR Affected:* 14 CFR 121.411(a) (2) and (3) and (b)(2); 121.413 (b) and (c); and appendix H to part 121

*Description of Relief Sought/*

*Disposition:* To permit Airbus Service

Company, Inc., (Airbus) to use the instructors listed in its original exemption who do not meet all of the applicable training requirements of part 121, subpart N, or the employment requirements of part 121, appendix H, to train employees of part 121 certificate holders in FAA-approved simulators and in turbo jet-powered airplanes manufactured by Airbus.

*Grant, June 3, 1996, Exemption No. 5302C*

*Docket No.: 26721*

*Petitioner:* Regional Airline Association  
*Sections of the FAR Affected:* 14 CFR 135.63(a)(4) and subparts E, G, and H of part 135

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 5450, as amended, which permits Regional Airline Association member airlines and other similarly situated air carriers to train, check, and qualify flight crewmembers in accordance with §§ 121.681 and 121.683; subparts N and O of part 121; and appendices E, F, and H to part 121.

*Grant, June 3, 1996, Exemption No. 5450B*

*Docket No.: 28167*

*Petitioner:* Mr. Reid W. Dennis  
*Sections of the FAR Affected:* 14 CFR 91.313(d)

*Description of Relief Sought/*

*Disposition:* To permit Mr. Dennis, to the extent necessary, to carry passengers not for compensation or hire in his Grumman HU-16C (Registration No. N44RD) restricted category civil aircraft without those passengers performing any of the function described in § 91.313(d).

*Denial, May 24, 1996, Exemption No. 6441*

*Docket No.: 28278*

*Petitioner:* United Airlines Contract Training  
*Sections of the FAR Affected:* 14 CFR 121.411(a) (2) and (3) and (b)(2); 121.413 (b), (c), and (d); and appendix H to part 121

*Description of Relief Sought/*

*Disposition:* To permit certain pilot and flight engineer (FE) instructors employed by United Airlines Contract Training (UACT) and listed in a part 121 certificate holder's approved training program to act as simulator instructors for that ground and flight training in accordance with that certificate holder's training program approved under subpart N of part 121. This exemption also permits simulator instructors employed by UACT and listed in a certificate holder's approved training program to serve in advanced simulators without

being employed by the certificate holder for 1 year, provided the instructors receive applicable training in accordance with the provisions of this exemption.

*Partial Grant, May 31, 1996, Exemption No. 6447*

*Docket No.: 28307*

*Petitioner:* Bombardier Aerospace Training Center  
*Sections of the FAR Affected:* 14 CFR appendix H to part 121; 135.337(a) (2) and (3) and (b)(2); and 135.339 (b) and (c)

*Description of Relief Sought/*

*Disposition:* To permit certain instructors employed by the Bombardier Aerospace Training Center (Bombardier) and listed in a part 135 certificate holder's approved training program to act as simulator instructors for that certificate holder under part 135 without those instructors having received ground and flight training in accordance with that certificate holder's training program approved under subpart H of part 135. This exemption also permits simulator instructors employed by Bombardier and listed in a certificate holder's approved training program to serve in advance simulators without being employed by the certificate holder for 1 year, provided the instructors receive applicable training in accordance with the provisions of this exemption.

*Partial Grant, May 31, 1996, Exemption No. 6446*

*Docket No.: 28318*

*Petitioner:* Ogden-Hinckley Airport  
*Sections of the FAR Affected:* 14 CFR 91.215(b)(2)

*Description of Relief Sought/*

*Disposition:* To permit operations at Ogden-Hinckley Airport to be conducted in aircraft that are not equipped with transponders that have automatic pressure altitude reporting capability.

*Denial, May 31, 1996, Exemption No. 6450*

*Docket No.: 28367*

*Petitioner:* Mr. Stephen R. Raklovits  
*Sections of the FAR Affected:* 14 CFR 103.11

*Description of Relief Sought/*

*Disposition:* To permit Mr. Raklovits to operate a powered parachute-type ultralight at night conducting demonstrations, training, and special use operations, including search, rescue, and surveillance, for local, State, and Federal law enforcement agencies.

*Denial, May 21, 1996, Exemption No. 6440*

*Docket No.: 28381*

*Petitioner:* Air Transport Association of America

*Sections of the FAR Affected:* 14 CFR 121.613

*Description of Relief Sought/*

*Disposition:* To permit part 121 certificate holders to dispatch or release aircraft to any destination airport under instrument flight rules (IFR) or over-the-top, when weather reports or forecasts, or any combination thereof, indicate that the weather conditions at the estimated time of arrival (ETA) at the destination airport may be below meteorological visibility minimums.

*Denial, June 4, 1996, Exemption No. 6458*

*Docket No. 28406*

*Petitioner:* TEMSCO Helicopters, Inc.  
*Sections of the FAR Affected:* 14 CFR 43.3(g)

*Description of Relief Sought/*

*Disposition:* To permit appropriately trained pilots employed by TEMSCO Helicopters, Inc., (TEMSCO) to remove and reinstall the passenger seats in its aircraft that are type certificated for nine or fewer passenger seats and use in operations conducted by TEMSCO under part 135.

*Grant, April 16, 1996, Exemption No. 6426*

*Docket No.: 28481*

*Petitioner:* Wings, Inc.  
*Sections of the FAR Affected:* 14 CFR 141.65

*Description of Relief Sought/*

*Disposition:* To permit Wings, Inc., to recommend graduates of its approved certification courses for flight instructor certificates and airline transport pilot (ATP) certificates without those graduates taking the FAA written tests.

*Grant, June 3, 1996, Exemption No. 6455*

*Docket No.: 28496*

*Petitioner:* Bohlke International Airways  
*Sections of the FAR Affected:* 14 CFR 135.143(c)(2)

*Description of Relief Sought/*

*Disposition:* To permit Bohlke International Airways to operate its Turbo Commander 681 aircraft (Registration No. N113CT, Serial No. 6006) without a TSO-C112 (Mode S) transponder installed.

*Grant, June 3, 1996, Exemption No. 6454*

*Docket No.: 28504*

*Petitioner:* Renown Aviation, Inc.  
*Sections of the FAR Affected:* 14 CFR 121.356(a)

*Description of Relief Sought/*

*Disposition:* To permit Renown Aviation, Inc., to operate one Convair

340 non-turbine-powered aircraft (Registration No. N3HH, Serial No. 173), and two Convair 440 non-turbine-powered aircraft (Registration Nos. N202RA and N204RA; Serial Nos. 497 and 504, respectively) without traffic alert and collision avoidance system (TCAS) II equipment installed.

*Denial, May 31, 1996, Exemption No. 6445*

[FR Doc. 96-18062 Filed 7-15-96; 8:45 am]  
BILLING CODE 4910-13-M

## National Highway Traffic Safety Administration

[Docket No. 96-071; Notice 1]

### Notice of Receipt of Petition for Decision that Nonconforming 1991 Jaguar XJS Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1991 Jaguar XJS passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1991 Jaguar XJS that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is August 15, 1996.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm.]

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. § 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle

that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("Wallace") (Registered Importer 90-005) has petitioned NHTSA to decide whether 1991 Jaguar XJS passenger cars are eligible for importation into the United States. The vehicle which Wallace believes is substantially similar is the 1991 Jaguar XJS that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1991 Jaguar XJS to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Wallace submitted information with its petition intended to demonstrate that the non-U.S. certified 1991 Jaguar XJS, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1991 Jaguar XJS is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence . . .*, 103 *Defrosting and Defogging Systems*, 104 *Windshield*

*Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 118 *Power Operated Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) replacement of the speedometer/odometer with one calibrated in kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.—model headlight assemblies; (b) installation of U.S.—model turn signal lenses; (c) installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: installation of a tire information placard.

Standard No. 111 *Rearview Mirror*: inscription of the required warning statement on the passenger side rearview mirror.

Standard No. 114 *Theft Protection*: installation of a warning buzzer.

Standard No. 115 *Vehicle Identification Number*: installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 208 *Occupant Crash Protection*: (a) installation of a seat belt warning buzzer module; (b) installation of a U.S.—model steering wheel, and driver's side air bag and knee bolster. The petitioner states that the vehicle is equipped with Type 2 seat belts in both designated seating positions.

Additionally, the petitioner states that bumper shocks, an armature, and miscellaneous attachments must be added to the non-U.S. certified 1991 Jaguar XJS to comply with the Bumper Standard found in 49 CFR Part 581.