

*Docket No.:* 25351.

*Petitioner:* USAir, Inc.

*Sections of the FAR Affected:* 14 CFR 121.371(a) and 121.378.

*Description of Relief Sought/*

*Disposition:* To extend and amend Exemption No. 5005, as amended, which permits USAir to utilize certain foreign original equipment manufacturers (OEM) and related repair facilities to perform maintenance, preventive maintenance, and alterations on the components, parts, and appliances produced by these foreign manufacturers and used on British Aerospace BAC-111 and BAe-146; Boeing B-737-300, B-737-400, B-757, and B-767-200ER; and Fokker F-28 and F-100 aircraft operated by USAir. The amendment lists only two foreign OEMs that USAir is authorized to use under the authority of the exemption. *Grant, December 29, 1995, Exemption No. 5005E.*

*Docket No.:* 25390.

*Petitioner:* Airbus Industrie.

*Sections of the FAR Affected:* 14 CFR 145.35.

*Description of Relief Sought/*

*Disposition:* To amend Exemption No. 6029, which permits the production units of the members and associated partners of the Airbus Industrie consortium to be certificated collectively under Airbus Industrie as a U.S. foreign repair station to support maintenance of U.S.-registered A300, A310, A320, A321, A330, and A340 series aircraft. The amendment corrects an FAA omission in the original exemption and updates the authority cites. *Grant, December 28, 1995, Exemption No. 6029A.*

*Docket No.:* 25993.

*Petitioner:* A. J. Dunn et al.

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

*Description of Relief Sought/*

*Disposition:* To permit exemption from the Age 60 rule. *Denial, January 25, 1996, Exemption No. 6394.*

*Docket No.:* 26183.

*Petitioner:* Air Transport Association of America.

*Sections of the FAR Affected:* 14 CFR 121.434 and 121.438.

*Description of Relief Sought/*

*Disposition:* To extend and amend Exemption No. 5400, as amended, which provides relief from 14 CFR appendix H to part 121, permitting the use of a Level C (Phase II) simulator for pilot-in-command training and checking. The amendment deletes from the exemption all reference to Air Carrier Operations Bulletin (ACOB) 8-88-1. The petitioner notes that Amendment No. 121-248 to §§ 121.434

and 121.438 supersedes the provisions of ACOB 8-88-1 and makes compliance with ACOB a moot point. The FAA concurs with this point and no longer requires compliance with this ACOB. *Grant, January 29, 1996, Exemption No. 5400B.*

*Docket No.:* 26532.

*Petitioner:* McCall & Wilderness Air, Inc.

*Sections of the FAR Affected:* 14 CFR 43.3(g).

*Description of Relief Sought/*

*Disposition:* To extend and amend Exemption No. 5381, as amended, which permits appropriately trained pilots employed by McCall & Wilderness Air, Inc. (McCall), to remove and reinstall passenger seats in aircraft that are type certificated for nine or fewer passenger seats and used in operations conducted by McCall under part 135. The amendment changes the name McCall Air Taxi, Inc., to McCall & Wilderness Air, Inc. *Grant, December 29, 1995, Exemption No. 5381B.*

*Docket No.:* 27346.

*Petitioner:* Fairchild Aircraft Incorporated.

*Sections of the FAR Affected:* 14 CFR 91.531(a)(3).

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 5367, as amended, which permits Fairchild to allow its type-rated company pilots to conduct production and experimental test flights in the SA227-CC and SA227-DC airplanes without a second in command (SIC). It also permits all operators of Fairchild commuter category airplanes (SA227-CC, SA227-DC, and other airplanes on the same type certificate) to conduct flight operations without a designated SIC pilot, provided the airplane is type certificated for single-pilot operations and is carrying nine or fewer passengers. *Grant, January 29, 1996, Exemption No. 5367C.*

*Docket No.:* 27469.

*Petitioner:* L.A.B. Flying Service.

*Sections of the FAR Affected:* 14 CFR 43.3(g).

*Description of Relief Sought/*

*Disposition:* To extend and amend Exemption No. 5804, as amended, which permits appropriately trained pilots employed by L.A.B. Flying Service (L.A.B.) to remove and reinstall passenger seats in aircraft that are type certificated for nine or fewer passenger seats and used in operations conducted by L.A.B. under part 135. The amendment includes the addition of a Piper PA-18, as well as revisions to the conditions and limitations of the prior exemption. *Grant, December 29, 1995, Exemption No. 5804A.*

*Docket No.:* 28361.

*Petitioner:* ValuJet Airlines, Inc.

*Sections of the FAR Affected:* 14 CFR 91.203 (a) and (b).

*Description of Relief Sought/*

*Disposition:* To allow ValuJet to operate temporarily its U.S.-registered aircraft following the incidental loss or mutilation of the airworthiness certificate or the registration certificate, or both. *Grant, January 26, 1996, Exemption No. 6395.*

[FR Doc. 96-3979 Filed 2-21-96; 8:45 am]

BILLING CODE 4910-13-M

#### [Summary Notice No. PE-96-7]

#### **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 March 8, 1996.

**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, DC 20591.

Comments may also be sent electronically to the following internet address: [nprmcmts@mail.hq.faa.gov](mailto: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 February 16, 1996.

Donald P. Byrne,

*Assistant Chief Counsel for Regulations.*

**Petitions for Exemption**

*Docket No.:* 011SW.

*Petitioner:* Agusta S.P.A.

*Sections of the FAR Affected:* 14 CFR 27.1(a).

*Description of Relief Sought:* To allow Agusta to increase the maximum gross weight of the Agusta A109 series helicopters from 6,000 to 7,000 pounds.

*Docket No.:* 28383.

*Petitioner:* Matsushita Avionics Systems Corporation.

*Sections of the FAR Affected:* 14 CFR 21.303(g) and 21.325(b)(3).

*Description of Relief Sought:* To permit Matsushita Avionics Systems Corporation (MAS) to produce parts under a Parts Manufacturer Approval at its divisional facility located in Osaka, Japan. The exemption, if granted, would also permit Designated Manufacturing Inspection Representatives employed by MAS to issue Export Airworthiness Approvals or Identification Tags (Form 8130-0) for products shipped from the Osaka facility.

*Docket No.:* 28440.

*Petitioner:* Companhia Eletromecanica Celma.

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

*Description of Relief Sought:* To permit Companhia Eletromecanica Celma, an FAA-certificated foreign repair station located at Petropolis (FAA Certificate No. EM4Y159M) to substitute the calibration standards of the Brazilian national standards laboratory, Instituto Nacional de Metrologia, Normalização e Qualidade Industrial, for the calibration standards of the U.S. National Institute of Standards and Technology for its inspection and test equipment.

[FR Doc. 96-3978 Filed 2-21-96; 8:45 am]

BILLING CODE 4910-13-M

**International Civil Aviation Organization (ICAO), Committee On Aviation Environmental Protection (CAEP)**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise interested parties of a briefing to be given by The Office of Environment and Energy on the results of the third meeting of the ICAO/CAEP Montreal, Canada, December 5-15, 1995. The ICAO/CAEP is a group of aviation experts from government and industry responsible for recommending international noise and emissions standards for civil aircraft and engines.

**DATES:** The meeting will be held on March 1, 1996.

**TIME:** 1:00 pm to 3:00 pm.

**ADDRESS:** The meeting will be held at Federal Aviation Administration, Washington, DC, in room 5 AB.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jim Muldoon, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, fax (202) 267-5594.

In 1992, four working groups were established under the CAEP to pursue the work of the committee. Terms of reference were developed to undertake specific studies related to the control of aircraft noise and gaseous emissions from aircraft engines. The working groups completed their studies and the findings were presented in Bonn, Germany, June, 1995. A briefing was provided by The Office of Environment and Energy on the results of that meeting on Sept. 15, 1995. The primary purpose of the December ICAO/CAEP meeting was to evaluate the analyses and recommendations of the working groups and to establish a future work program for the Committee.

The agenda for the March meeting will include:

- An overview of the meeting
- The disposition of recommendations on Noise and Emission Stringency by CAEP
- Next steps in the ICAO process
- Future CAEP work
- Question, comment and answer period

Attendance is open to the public, and will only be limited by space available. Arrangements can be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if

requested 7 calendar days before the meeting.

Jim Muldoon,

*Office of Environment and Energy.*

[FR Doc. 96-3966 Filed 2-16-96; 1:36 pm]

BILLING CODE 4910-13-M

**Notice of Intent to Rule on Application to Use the Revenue from a Passenger Facility Charge (PFC) at Pellston Regional Airport of Emmet County, Pellston, Michigan**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Pellston Regional Airport of Emmet County under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before March 25, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Raymond L. Thompson, Airport Manager, of the County of Emmet at the following address: Pellston Regional Airport of Emmet County U.S. 31 North Pellston, Michigan 49769.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Emmet under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Pellston Regional Airport of Emmet County under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget