

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Summary Notice No. PE-99-04]

**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 3, 1999.

**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: 9-NPRM-cmts@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:** Cherie Jack (202) 267-7271 or Terry Stubblefield (202) 267-7624 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

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, DC, on January 5, 1999.

**Donald P. Byrne,**  
*Assistant Chief Counsel for Regulations.*

**Petitions for Exemption****Docket No.:** 29368**Petitioner:** North American Air Charter, Inc.**Section of the FAR Affected:** 14 CFR 135.299(a)

**Description of Relief Sought:** To permit North American Air Charter, Inc., pilots to accomplish a line operational evaluation in a level C or level D flight simulator in lieu of a line check in an aircraft.

**Docket No.:** 29372**Petitioner:** Helicopter Consultants, Inc.**Section of the FAR Affected:** 14 CFR 135.163 and 135.181

**Description of Relief Sought:** To permit Helicopter Consultants, Inc., doing business as Aircraft Commercial Enterprise, Inc. (ACE), to conduct passenger-carrying operations in a single-engine aircraft in certain limited instrument flight rules conditions as were permitted previously by § 135.103. In addition, a grant of exemption would allow ACE to conduct such operations without equipping its aircraft with (1) two independent electrical power-generating sources, or a standby battery or, alternate source of electrical power; and (2) a redundant energy system for gyroscopic instruments.

**Docket No.:** 29385**Petitioner:** Charity Airlift Incorporated**Section of the FAR Affected:** 14 CFR 125.1(b)(2)

**Description of Relief Sought:** To allow Charity Airlift Incorporated to conduct noncommon carriage operations using a restricted category Lockheed C-130 Hercules aircraft carrying persons and/or cargo for compensation or hire under the provisions of part 125.

**Docket No.:** 29397**Petitioner:** Japan Airlines Company, Ltd.**Section of the FAR Affected:** 14 CFR 145.47(b)

**Description of Relief Sought:** To allow Japan Airlines Company, Ltd. to use the calibrations standards of Japan's National Research Laboratory of Metrology and Japan's Electrotechnical Laboratory in lieu of the calibration standards of the U.S. National Institute of Standards and Technology, formerly the National Bureau of Standards, to test its inspection and test equipment.

**Docket No.:** 29398**Petitioner:** All Nippon Airways Co., Ltd.**Section of the FAR Affected:** 14 CFR 145.47(b)

**Description of Relief Sought:** To permit All Nippon Airways Co., Ltd., to use the calibrations standards of Japan's National Research Laboratory of Metrology and Japan's Electrotechnical Laboratory in lieu of the calibration standards of the U.S. National Institute of Standards and Technology, formerly the National Bureau of Standards, to test its inspection and test equipment.

**Docket No.:** 29406**Petitioner:** Flight Services Group, Inc.**Section of the FAR Affected:** 14 CFR 135.299(a)

**Description of Relief Sought:** To permit Flight Services Group, Inc., pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

**Docket No.:** 29411**Petitioner:** Spirit Aviation Incorporated**Section of the FAR Affected:** 14 CFR 135.225(g)

**Description of Relief Sought:** To permit Spirit Aviation Incorporated to conduct takeoffs in single-pilot, turbine-powered airplanes where takeoff visibility is one-half of a mile down to 1,800 feet runway visual range, subject to certain conditions and limitations.

**Docket No.:** 29413**Petitioner:** Hiawatha Aviation of Rochester, Inc.**Section of the FAR Affected:** 14 CFR 135.299(a)

**Description of Relief Sought:** To allow Hiawatha Aviation of Rochester, Inc., pilots to accomplish a line operation evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

**Docket No.:** 29424**Petitioner:** Ameriflight, Inc.**Section of the FAR Affected:** 14 CFR 135.243(c)(2)

**Description of Relief Sought:** To permit Ameriflight, Inc., to allow its pilots in command to operate under instrument flight rules with a minimum of 800 hours of total flight time, including 400 hours of cross-country flight time and 75 hours of night flight time, in lieu of the flight-time requirements of § 135.243.

**Dispositions of Petitions****Docket No.:** 25024**Petitioner:** University of Illinois at Urbana-Champaign Institute of Aviation**Sections of the FAR Affected:** 14 CFR 141.55 (d) and (e) and 141.63(b)**Description of Relief Sought/****Disposition:** To permit UI to hold

examining authority for FAA-approved training courses that do not specify the minimum ground and flight training time requirements of part 141. *Denial, 1/21/99, Exemption No. 6856.*

*Docket No.: 27724*

*Petitioner:* Academics of Flight  
*Section of the FAR Affected:* 14 CFR 65.17(a)

*Description of Relief Sought/*

*Disposition:* To permit Academics of Flight to administer a school aircraft dispatcher written examination to graduates of its FAA-approved aircraft dispatcher program, in lieu of the FAA Aircraft Dispatcher written exam. *Denial, 1/13/99, Exemption No. 6851.*

*Docket No.: 29184*

*Petitioner:* Arctic Air Service, Inc.  
*Section of the FAR Affected:* 14 CFR 135.152(a)

*Description of Relief Sought/*

*Disposition:* To allow Arctic Air Service, Inc., to operate its Sikorsky 76A helicopter (Registration No. N348AA, Serial No. 760006) without an approved digital flight data recorder installed. *Grant, 1/22/99, Exemption No. 6854.*

*Docket No.: 29376*

*Petitioner:* Mr. Allen Banen  
*Section of the FAR Affected:* 14 CFR 91.109 (a) and (b)(3)

*Description of Relief Sought/*

*Disposition:* To allow Mr. Banen to conduct certain flight instruction and simulated instrument flight to meet recent instrument experience requirements in Beechcraft Baron and Bonanza airplanes equipped with a functioning thrower control wheel in place of functioning dual controls. *Grant, 1/29/99, Exemption No. 6857.*

*Docket No.: 29395*

*Petitioner:* Iowa City Flying Service, Inc.  
*Section of the FAR Affected:* 14 CFR 135.143(c)(2)

*Description of Relief Sought/*

*Disposition:* To permit Iowa City Flying Service, Inc., to operate its aircraft (Registration Nos. N71CF, N91CF, M11CF, and N117SK; Serial Nos. 27-7954092, 31-174, 31-7652105, and 414-0638, respectively) without a TSO-C112 (Mode S) transponder installed. *Grant, 1/20/99, Exemption No. 6852.*

*Docket No.: 29448*

*Petitioner:* American Airlines, Inc.  
*Sections of the FAR Affected:* 14 CFR 25.791(a) and 121.317(a)

*Description of Relief Sought/*

*Disposition:* To allow American Airlines, Inc., to operate its Boeing 737 and 777 aircraft with "No Smoking" signs that always are

illuminated. *Grant, 1/20/99, Exemption No. 6853.*

*Docket No.: 25731*

*Petitioner:* Experimental Aircraft Association

*Sections of the FAR Affected:* 14 CFR 45.25 and 45.29

*Description of Relief Sought/*

*Disposition:* To permit Experimental Aircraft Association and Confederate Air Force members to continue to operate their historic military aircraft with 2-inch high nationality and registration marks located beneath the aircraft's horizontal stabilizer. *Grant, 1/22/99, Exemption No. 5019E.*

*Docket No.: 28054*

*Petitioner:* Air Vegas, Inc.  
*Sections of the FAR Affected:* 14 CFR 121.345(c)(2) and 135.143(c)(2)

*Description of Relief Sought/*

*Disposition:* To allow Air Vegas, Inc., to continue to operate certain aircraft under part 121 or part 135 without a TSO-C112 (Mode S) transponder installed in those aircraft. *Grant, 2/1/99, Exemption No. 6588A.*

*Docket No.: 29365*

*Petitioner:* Montana By Air  
*Section of the FAR Affected:* 14 CFR 135.143(c)(2)

*Description of Relief Sought/*

*Disposition:* To allow Montana By Air to operate its Maule M-4-220C aircraft without a TSO-C112 (Mode S) transponder installed. *Grant, 2/3/99, Exemption No. 6858.*

*Docket No.: 26267*

*Petitioner:* Ms. Jacqueline A. Julio  
*Section of the FAR Affected:* 14 CFR 121.311(b)

*Description of Relief Sought/*

*Disposition:* To continue to permit Ms. Jacqueline A. Julio to be secured by a personal safety belt and held on her caregiver's lap while on board an aircraft although she has reached her second birthday. *Grant, 2/3/99, Exemption No. 5195D.*

*Docket No.: 23465*

*Petitioner:* Everts Air Fuel, Inc.  
*Section of the FAR Affected:* 14 CFR 91.9(a)

*Description of Relief Sought/*

*Disposition:* To continue to allow Everts Air Fuel, Inc., to operate its McDonnell Douglas DC-6 aircraft at a 5-percent-increased zero fuel weight and landing weight for operating all-cargo aircraft. *Grant, 2/3/99, Exemption No. 4296G.*

*Docket No.: 29306*

*Petitioner:* Gulfstream Aerospace Corporation  
*Sections of the FAR Affected:* 14 CFR 61.57(a) and (b) and 142.1

*Description of Relief Sought/*

*Disposition:* To allow Gulfstream

Aerospace Corporation production and engineering flight test pilots to use any one of Gulfstream's GII, GIII, GIV, or GV airplanes or a Level B, C, and D simulator that represents one of the types of Gulfstream turbojet airplanes to meet the recent takeoff and landing experience requirements of § 61.57, without Gulfstream holding a 14 CFR part 142 certificate. *Grant, 2/3/99, Exemption No. 6859.*

[FR Doc. 99-3283 Filed 2-9-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 172; Future Air-Ground Communications in the VHF Aeronautical Data Band 118-137 MHz)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held February 23-26, 1999, Starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will be as follows: Tuesday, February 23: (1) Plenary Convenes at 9:00 a.m. for 30 minutes; (2) Introductory Remarks; (3) Review and Approval of the Agenda. 9:30 a.m. (4) Working Group (WG)-2, VHF Data Radio Signal-in-Space MASPS, Continue Work on VDL Mode 3. Wednesday, February 24: (a.m.) (5) WG-2 Continues Work on VDL Mode 3; (p.m.) (6) WG-3, Review of VHF Digital Radio MOPS Document Progress and Furtherance of Work. Thursday, February 25: (7) WG-3 Continues Work. Friday, February 26 (a.m.) (8) Plenary Reconvenes at 9:00 a.m.: (9) Review Summary Minutes of Previous Plenary of SC-172; (10) Report on ICAO Aeronautical Mobile Communications Panel WG's B & D Meeting; (11) Reports from WG's 2 and 3 Activities; (12) EUROCAE WG-47 Report and Discussion of Schedule for Further Work with WG-3; (13) Review Issues List and Address Future Work; (14) Other Business; (15) Dates and Places of Future Meetings. Friday, February 26 (p.m.): (16) WG's Continues as Required.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue,