

to conduct sightseeing flights beyond the 25-statute mile limit from Old Bridge Airport, New Jersey, to the Statue of Liberty in New York Harbor, which is approximately 30 statute miles away, without meeting the requirements of part 135.

Docket No.: 28487.

Petitioner: Custom Products, Inc.

Sections of the FAR Affected: 14 CFR 25.853(a).

Description of Relief Sought: To allow Custom Products, Inc., exemption from the vertical burn test requirements of § 25.853(a) of the FAR for water-based adhesives used in the manufacture of aircraft seat cushions.

[FR Doc. 96-9242 Filed 4-12-96; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-96-17]

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 May 6, 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, 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 April 9, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Disposition of Petitions

Docket No.: 23290.

Petitioner: Air Transport Association of America.

Sections of the FAR Affected: 14 CFR 121.311(f) and 121.391(d).

Description of Relief Sought/Disposition: To permit ATA member airlines and other similarly situated part 121 certificate holders to locate required flight attendants at the mid-cabin flight attendant station during takeoff and landing on B-767 aircraft.

Grant, March 13, 1996, Exemption No. 4298F

Docket No.: 26847.

Petitioner: FlightSafety International.
Sections of the FAR Affected: 14 CFR 141.65.

Description of Relief Sought/Disposition: To permit FlightSafety International (FSI) to recommend graduates of its approved certification course for airline transport pilot (ATP) certificates and associated ratings without taking the FAA written test. Because FSI holds an exemption from § 141.65 (Exemption No. 5652, as amended), which permits FSI to recommend graduates of its flight instructor certification courses for flight instructor certificates with associated ratings, without having to take the FAA written or practical test, this request is considered an amendment to that exemption.

Grant, March 13, 1996, Exemption No. 5652B

Docket No.: 27196.

Petitioner: Tower Air, Inc.
Sections of the FAR Affected: 14 CFR 121.434(e).

Description of Relief Sought/Disposition: To amend Exemption No. 5628, which permits Tower Air, Inc., to use flight attendants, on certain flights,

who have not completed supervised operating experience under part 121. This amendment corrects the inadvertent omission of the termination date of the exemption (2 years from the issuance of the exemption).

Grant, March 19, 1996, Exemption No. 5628A

Docket No.: 27612.

Petitioner: United AirLines.

Sections of the FAR Affected: 14 CFR 121.411(a)(6).

Description of Relief Sought/Disposition: To permit Captain Larry Walters to continue to serve United Airlines, Inc., (United) as a Check Airman and Aircrew Program Designee in Boeing 757/767 simulators and to conduct line checks from the observer's seat in United's Boeing 757/767 aircraft, even though he has lost his medical certification.

Denial, March 13, 1996, Exemption No. 6408

Docket No.: 28319.

Petitioner: Dornier Aviation (North America), Inc.

Sections of the FAR Affected: 14 CFR 121.411(a) (2) and (3) and (b)(2); 121.413 (b) and (c); appendix H, part 121; 135.337(a) (2) and (3) and (b)(2); and 135.339 (b) and (c).

Description of Relief Sought/Disposition: To permit Dornier Aviation (North America) Inc., (DANA) to use certain qualified instructor pilots to train part 121 and part 135 certificate holders' pilots in an FAA-approved simulator, or in airplanes manufactured by Dornier Luftfahrt, GmbH, without those instructors meeting all the applicable training requirements of part 121 and 135, or the employment requirements of appendix H of part 121, and with DANA holding an air carrier operating certificate.

Grant, March 13, 1996, Exemption No. 6409

Docket No.: 28368.

Petitioner: Dornier Aviation (North America), Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57(c) and (d); 61.58(c)(1) and (d); 61.63(c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d)(1) and (2) and (e)(1) and (2); 61.191(c); and appendix A, part 61.

Description of Relief Sought/Disposition:

To permit Dornier Aviation (North America), Inc., to use FAA-approved simulators to meet certain flight experience requirements of part 61.

Grant, March 6, 1996, Exemption No. 6401

[FR Doc. 96-9246 Filed 4-12-96; 8:45 am]

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[Summary Notice No. PE-96-18]

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 May 6, 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, 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. Michael D. Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 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 April 9, 1996.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 28386.

Petitioner: Heart of Georgia Technical Institute.

Sections of the FAR Affected: 14 CFR 141.35(d) (2) and (3).

Description of Relief Sought/Disposition: To allow the Heart of Georgia Technical Institute to designate Mr. William James Breazeale to serve as chief flight instructor without meeting certain experience requirements for such a designation.

Denial, March 22, 1996, Exemption No. 6413

Docket No.: 28414.

Petitioner: Zebra Air, Inc.

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

Description of Relief Sought/Disposition: To permit Zebra Air, Inc., to operate its Bell JetRanger BIII aircraft (Registration No. N1080N, Serial No. 3459; and Registration No. N750LT, Serial No. 1767) under part 135 without a TSO-C112 (Mode S) transponder installed.

Grant, March 7, 1996, Exemption No. 6407

Docket No.: 28434.

Petitioner: Mercy Air Service, Inc.

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

Description of Relief Sought/Disposition: To permit Mercy Air Service, Inc., to operate certain of its aircraft under part 135 without a TSO-C112 (Mode S) transponder installed.

Grant, March 7, 1996, Exemption No. 6406

Docket No.: 28450.

Petitioner: Mr. Arthur J. Farmer.

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

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

Denial, March 19, 1996, Exemption No. 6410

[FR Doc. 96-9247 Filed 4-12-96; 8:45 am]

BILLING CODE 4910-13-M

In-Flight Beta Operations

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting which is being held by the Federal Aviation Administration (FAA) for the purpose of soliciting and reviewing information from the public on what type of FAA action would be appropriate to prevent future occurrences of in-flight beta operation on all turboprop airplanes certified in the transport category under part 25 of the Federal Aviation Regulations (FAR) and certified in the commuter category under part 23 of the FAR, Special Federal Aviation Regulations (SFAR) 23 and SFAR 41. Numerous reports have been made relating to intentional or inadvertent operation of the propellers in the beta range during flight. Initial examination of these events indicate that the throttle lever flight idle stop has not adequately prevented beta operation during flight and that additional actions to prevent such operation may be appropriate. In order to make a determination what action to take, the FAA is holding a public meeting for the purpose of soliciting and reviewing comments from the public. The FAA will evaluate all comments and ideas in deciding whether rulemaking (including airworthiness directive action) is warranted for airplanes currently type certificated and equipped with turboprop engines.

DATES: The public meeting is scheduled for Tuesday and Wednesday, June 11 and 12, 1996. On-site registration will begin at 7:30 a.m. on Tuesday, June 11, and the public meeting will begin at 8:30 a.m. on that day.

REGISTRATION: Persons planning to attend the public meeting should pre-register by contacting Mark Quam, Standardization Branch, ANM-113, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW, Renton, WA 98055-4056, telephone (206) 227-2145; fax (206) 227-1149; internet address MARK_QUAM@mail.hq.faa.gov. Arrangements for oral presentation must be made by May 10, 1996.

ADDRESSES: The public meeting will be held at the Red Lion Hotel Seattle Airport, 18740 Pacific Highway South, Seattle, WA 98188, telephone (206) 246-8600. Guest room reservations should be made in advance. A block of guest rooms has been reserved for meeting participants at the Red Lion Hotel at a group rate of \$74.77 (plus tax). This block of rooms will be held until May 20, 1996. Persons planning on attending the public meeting should contact the hotel directly for room reservations and identify themselves as participants in the FAA In-flight Beta