

Corporation, Systems Integration, to display 2-inch nationality and registration marks on a Bell UH-1H aircraft instead of the required 12-inch marks.

*Denial, 5/4/2004, Exemption No. 8312*

*Docket No.: FAA-2004-17026.*

*Petitioner:* Evergreen Helicopters of Alaska, Inc.

*Section of 14 CFR Affected:* 14 CFR 43.3(g).

*Description of Relief Sought/*

*Disposition:* To permit pilots employed by Evergreen Helicopters of Alaska, Inc., to accomplish certain maintenance procedures without holding an airframe and powerplant mechanic certificate.

*Denial, 5/4/2004, Exemption No. 8313*

*Docket No.: FAA-2002-13291.*

*Petitioner:* Pulaski Technical College.

*Section of 14 CFR Affected:* 14 CFR 65.75(a).

*Description of Relief Sought/*

*Disposition:* To permit Pulaski Technical College to administer the AMG written test to students immediately following their successful completion of the general curriculum but before they meet the experience requirements of § 65.77.

*Grant, 5/3/2004, Exemption No. 7926A*

*Docket No.: FAA-2002-12457.*

*Petitioner:* Arkansas Aviation Technologies Center.

*Section of 14 CFR Affected:* 14 CFR 65.17(a), 65.19(b), and 65.75(a) and (b).

*Description of Relief Sought/*

*Disposition:* To permit Arkansas Aviation Technologies Center, an aviation maintenance technical school, certificate No. N1KT082K, to:

1. Administer the FAA oral and practical mechanic tests to students at times and places identified in AATC's FAA-approved operations manual.
2. Conduct the oral and practical tests as an integral part of the education process rather than conducting the tests upon students' successful completion of the mechanic written tests.

3. Approve students for retesting within 30 days after failure without requiring a signed statement certifying that additional instruction has been given in the failed area.

4. Administer the aviation mechanic general (AMG) written test to students immediately after successful completion of the general curriculum but before meeting the requirements of § 65.77.

*Grant, 5/3/2004, Exemption No. 7877A*

*Docket No.: FAA-2001-9138.*

*Petitioner:* Air Canada.

*Section of 14 CFR Affected:* 14 CFR 43.17(c)(2).

*Description of Relief Sought/*

*Disposition:* To permit foreign operators

of U.S. registered aircraft and foreign Federal Aviation Administration approved repair stations to ship parts directly to Air Canada for repair without shipping them through the United States.

*Grant, 5/7/2004, Exemption No. 8314*

*Docket No.: FAA-2001-9409.*

*Petitioner:* U.S. Air Force.

*Section of 14 CFR Affected:* 14 CFR 91.159(c).

*Description of Relief Sought/*

*Disposition:* To permit the U.S. Air Force to operate its U-2 aircraft under visual flight rules at or above flight level 600 without maintaining the appropriate cruising altitudes as required under § 91.159(c).

*Grant, 5/4/2004, Exemption No. 130F*

*Docket No.: FAA-2001-9519.*

*Petitioner:* U.S. Air Force.

*Section of 14 CFR Affected:* 14 CFR 91.159.

*Description of Relief Sought/*

*Disposition:* To permit the U.S. Air Force to conduct hurricane reconnaissance flights without maintaining the appropriate cruising altitudes as prescribed by § 91.159 of 14 CFR that governs operations for flights conducted under visual flight rules.

*Grant, 5/4/2004, Exemption No. 131J*

*Docket No.: FAA-2001-9410.*

*Petitioner:* U.S. Air Force.

*Section of 14 CFR Affected:* 14 CFR 91.159.

*Description of Relief Sought/*

*Disposition:* To permit the U.S. Air Force to conduct non-training photographic reconnaissance missions that require flying a series of tracks at a constant altitude under visual flight rules, without maintaining the appropriate cruising altitude required under § 91.159.

*Grant, 5/4/2004, Exemption No. 134K*

*Docket No.: FAA-2004-17410.*

*Petitioner:* Visiting Nurse Association.

*Section of 14 CFR Affected:* 14 CFR 135.251, 135.255, and 135.353, and appendices I and J to part 121.

*Description of Relief Sought/*

*Disposition:* To permit the Visiting Nurse Association to conduct local sightseeing flights at the Martin County Airport, Stuart, Florida, for the Stuart Air show during November 2004, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135, subject to certain conditions and limitations.

*Grant, 5/14/2004, Exemption No. 8320*

*Docket No.: FAA-2004-17186.*

*Petitioner:* Mr. John C. Kline.

*Section of 14 CFR Affected:* 14 CFR 121.383(c).

*Description of Relief Sought/*

*Disposition:* To permit Mr. John C. Kline to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

*Denial, 5/18/2004, Exemption No. 8321*

*Docket No.: FAA-2000-8527.*

*Petitioner:* SIMCOM Training Center

*Section of 14 CFR Affected:* 14 CFR 91.9(a) and 91.531(a) (1) and (2).

*Description of Relief Sought/*

*Disposition:* To permit SIMCOM Training Center and operators of Cessna Citation model 500, 550, S550, 552, and 560 airplanes to operate those airplanes without a pilot who is designated as second in command.

*Grant, 5/19/2004, Exemption No. 7487D*

[FR Doc. 04-12323 Filed 5-28-04; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2004-34]

#### Petitions for Exemption; Summary of Petitions Received

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

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption, part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of a certain petition seeking relief from specified requirements of 14 CFR. 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 June 21, 2004.

**ADDRESSES:** Send comments on the petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2004-17909 at the beginning of your comments. If you wish to receive confirmation that the FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Susan Boylon ((425) 227-1152), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Ave SW., Renton, WA 98055-4056; or John Linsenmeyer ((202) 267-5174), Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on May 25, 2004.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### **Petitions for Exemption**

*Docket No.:* FAA-2004-17909.

*Petitioner:* The Boeing Company.

*Section of 14 CFR Affected:* § 25.301, 25.303, 25.305, 25.901(c).

*Description of Relief Sought:* To permit a time limited exemption from the affected regulations as they relate to the structural strength, deformation and failure of the thrust reverser inner wall panels under certain refused takeoff (RTO) conditions for Boeing Model 777 airplanes equipped with Pratt & Whitney, General Electric, or Rolls Royce engines.

[FR Doc. 04-12324 Filed 5-28-04; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **User Input to the Aviation Weather Technology Transfer (AWTT) Board**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** The FAA will hold an informal public meeting to seek input from a specific, focused group of aviation weather users. Details: June 16, 2004; 1575 "I" Street, NW., Washington, DC 20005; 9 a.m. to 4 p.m. The objective

of this meeting is to provide an opportunity for a specific group of aviation weather users to provide input on FAA's plans for implementing new weather products.

**DATES:** The meeting will be held at 1575 "I" Street, NW., Washington, DC. 20005; Times: 9 a.m. to 4 p.m. on June 16, 2004.

**FOR FURTHER INFORMATION CONTACT:** Debi Bacon, Aerospace Weather Policy Division, ARS-100, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385-7705; Fax: (202) 385-7701; email: [debi.bacon@faa.gov](mailto:debi.bacon@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

In 1999, the Federal Aviation Administration (FAA) established an Aviation Weather Technology Transfer (AWTT) Board to manage the orderly transfer of weather capabilities and products from research and development (R&D) into operational use. The board is composed of mid-level managers from FAA and National Weather Service (NWS) and meet semi-annually or as needed. The Board is responsible to determine the readiness of weather R&D products for experimental use, full operational use for meteorologists or full operational use for end users. The board's determinations are based upon criteria such as users needs, costs and benefits, risks, product readiness and budget.

FAA has the sole responsibility and authority to make decisions intended to provide a safe, secure, and efficient U.S. national airspace system. However, it behooves FAA to make decisions in a vacuum. Therefore, FAA seeks input from the user community at quarterly meetings before decisions are finalized. Two such meetings were held in January and April 2004.

At the quarterly meetings, industry users are invited to provide input for development of concepts of use (ConUse) for individual aviation weather products approaching specific AWTT board decision points. Meetings are announced in the **Federal Register** and open to all interested parties.

This meeting is an additional user input meeting intended to acquire input for an aviation weather roadmap from three specific user groups: Airline pilots, airline dispatchers and weather information providers to commercial airline users. All interested users in other categories may attend and observe, however only certain, focus information will be sought from the three specific groups.

#### **Meeting Procedures**

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Headquarters.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be neither admission fee nor other charge to attend and participate.

(c) Attendees must present themselves to the security guard at the Society for Association Executives, 1575 "I" Street, NW., Washington, DC 20005. Attendees will be directed to the FAA offices on the 8th floor where they will adhere to security instructions (including presenting of picture identification cards) and directed to the 9th floor conference room.

(d) FAA personnel will lead a session intended to refine an aviation weather roadmap. Comments from the specific user groups will be used to complete and/or verify a decision-making matrix regarding specific types of weather phenomena. Comments/Feedback on the proposed documents will be captured through discussion between FAA personnel and those focused users attending the meeting.

(e) FAA will not take any action items from this meeting nor make any commitments to accept specific user suggestions. The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(f) An official verbatim transcript or minutes of the informal meeting will not be made. However, a list of the attendees and a completed matrices will be produced. Any person attending may receive a copy of the written information upon request to the information contact, above.

(g) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback is also solicited and may be submitted to FAA personnel for the period June 17-30, 2004.

#### **Agenda**

(a) Opening Remarks and Discussion of Meeting Procedures.

(b) Review of AWTT user input process.

(c) Focused Input Session.

(d) Closing Comments.

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