

Issued in Washington, DC, on July 5, 1989.
 William J. Sullivan,
 Assistant Director, Aircraft Certification
 Service.
 [FR Doc. 89-21798 Filed 9-14-89; 8:45 am]
 BILLING CODE 4910-13-M

[Proposed Advisory Circular 25.703-1]

Takeoff Configuration Warning Systems

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice of availability of proposed Advisory Circular 25.703-1, and request for comments.

SUMMARY: This notice announces the availability of and requests comments on a proposed advisory circular (AC) which provides guidance for the certification of takeoff configuration warning systems on transport category airplanes. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

DATE: Comments must be received on or before January 15, 1990.

ADDRESS: Send all comments on the proposed AC to: Federal Aviation Administration, Attention: Transport Standards Staff, ANM-110, Northwest Mountain Region, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168. Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jan Thor, Transport Standards Staff, at the address above, telephone (206) 431-2127.

SUPPLEMENTARY INFORMATION:

Comments Invited

A copy of the draft AC may be obtained by contacting the person named above under "FOR FURTHER INFORMATION CONTACT." Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25.703-1 and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC.

Background

Advisory Circular 25.703-1 provides guidance material for the certification of takeoff configuration warning systems on transport category airplanes. A

number of airplane accidents have occurred where the airplane was not properly configured for takeoff and no warning was provided to the flightcrew by the takeoff configuration warning system. Investigations of these accidents have indicated a need for guidance material for design and approval of these systems.

Issued in Seattle, Washington, on August 28, 1989.

Leroy A. Keith,
 Manager, Transport Airplane Directorate,
 Aircraft Certification Service, ANM-100.
 [FR Doc. 89-21799 Filed 9-14-89; 8:45 am]
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[Summary Notice No. PE-89-36]

Petition 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 Ch. 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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before: October 5, 1989.

ADDRESS: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-10), Petition Docket No. _____, 800 Independence Avenue SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: 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-10), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3132.

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 September 7, 1989.

Denise Donohue Hall,
 Manager, Program Management Staff Office
 of the Chief Counsel.

Petitions for Exemption

Docket No: 25899
 Petitioner: Executive Air Taxi Corp.
 Sections of the FAR Affected: 14 CFR 43.3(g)

Description of Relief Sought: To allow petitioner to change the seating configuration in its aircraft used in part 135 operations and to remove seats and replace them with a stretcher base installation.

Docket No: 25968
 Petitioner: Light Helicopter Turbine Engine Company
 Regulations Affected: 14 CFR 33.7
Description of Relief Sought: To add rated 30-second one-engine-inoperative (OEI) power and rated 2-minute OEI power ratings with appropriate certification test validation and operating limitations to ensure equivalent safety for the purpose of type certification of the CTS800 turboshaft engine.

Docket No: 25974
 Petitioner: Air Transport Association of America
 Sections of the FAR Affected: 14 CFR 91.27 and 47.49
Description of Relief Sought: To allow temporary operation of certain registered airline aircraft without the registration and airworthiness certificates on board.

Docket No.: 25017
 Petitioner: Systems-International Airways, Inc.
 Regulations Affected: 14 CFR 121.411(a) (2) and (4)
Description of Relief Sought/Disposition: To allow petitioner to use Mr. James E. Stamps, Director of Training, as a pilot flight instructor for the purpose of training petitioner's initial cadre of pilots in the Martin 404 (M-404) type airplane without Mr. Stamps meeting all of the applicable training requirements of § 121.411(a) (2) and (4). Grant, August 23, 1989, Exemption No. 5092.

Docket No.: 25862
 Petitioner: Robert A. Hoover
 Sections of the FAR Affected: 14 CFR 91.213(a)(2)
Description of Relief Sought/Disposition: To allow certain single-pilot operations to and from air shows

and during acrobatic flight demonstrations of North American Sabreliner, NA265-40, Serial No. 282-027, N61RH. Denial, August 22, 1989, Exemption No. 5091.

Docket No.: 25728

Petitioner: Trans World Airlines, Inc.
Regulations Affected: 14 CFR Part 121, Appendix H

Description of Relief Sought/

Disposition: To allow petitioner to upgrade L-1011 flight engineers to L-1011 seconds in command in a Phase II simulator without receiving any training or checking in the actual airplane. Partial grant, August 31, 1990, Exemption No. 5097.

Docket No.: 25769

Petitioner: Chautauqua Airlines
Regulations Affected: 14 CFR 135.159(a)

Description of Relief Sought/

Disposition: To allow petitioner to substitute a third attitude indicator in place of a gyroscopic rate of turn indicator aboard SAAB SF-340A aircraft. Grant, August 9, 1989, Exemption No. 5082.

Docket No.: 25840

Petitioner: Express One International, Inc.

Sections of the FAR Affected: 14 CFR 121.337

Description of Relief Sought/

Disposition: To allow petitioner to use the combination of oxygen mask and smoke goggles approved to FAA Technical Standard Order C99 presently used on petitioner's cargo aircraft in meeting the intent of § 121.337 on protective breathing equipment. Denial, August 28, 1989, Exemption No. 5093.

Docket No.: 25925

Petitioner: Air Wisconsin, Inc.

Sections of the FAR Affected: 14 CFR 121.411 (a)(1), (a)(2), (a)(3), and (a)(6) and 121.413 (b) and (c)

Description of Relief Sought/

Disposition: To allow petitioner to utilize certain highly qualified pilot flight and simulator instructors from British Aerospace for the purpose of training petitioner's initial cadre of pilots in the BAe Advanced Turbo Prop (ATP) type airplane in Great Britain without holding appropriate U.S. certificates and ratings and without meeting all of the applicable training requirements of Subpart N of Part 121. Grant, August 30, 1989, Exemption No. 5095.

Docket No.: 070CE

Petitioner: Beech Aircraft Corporation
Sections of the FAR Affected: 14 CFR 23.207(c)

Description of Relief Sought/

Disposition: To allow the stall warning margin on the Beech Model

B300 to be less than 5 knots when the pitch control reaches the stop before aerodynamic stall and the stall warning to be greater than 10 knots or 15% of stalling speed with 75% maximum continuous power. Grant, August 23, 1989, Exemption No. 5077.

Docket No.: 071CE

Petitioner: Beech Aircraft Corporation
Sections of the FAR Affected: 14 CFR 23.207(c)

Description of Relief Sought/

Disposition: To allow the stall warning margin on the Beech Model 1900D to be less than 5 knots when the pitch control reaches the stop before aerodynamic stall and the stall warning to be greater than 10 knots or 15% of stalling speed with 75% maximum continuous power. Grant, August 23, 1989, Exemption No. 5078.

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[Summary Notice No. PE-89-35]

Petition 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 Ch. 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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before: October 5, 1989.

ADDRESS: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-10), Petition Docket No. _____, 800 Independence Avenue SW., Washington, DC 20591.

FOR FURTHER INFORMATION: 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-10), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3132.

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 September 11, 1989.

Deborah Swank,

Acting Manager, Program Management Staff,
Office of the Chief Counsel.

Docket No.: 25307

Petitioner: Precision Airlines
Regulations Affected: 14 CFR 135.429(a), 135.435, and 135.443

Description of Relief Sought: To extend

Exemption No. 4867 that allows petitioner to use its German-built Dornier DO-228-201 and DO-228-202 aircraft, certain components, parts, and accessories repaired, overhauled, or otherwise maintained, and inspected by persons outside the United States who do not hold U.S. airman certificates, or have yet to obtain U.S. Foreign Repair Station Certification. Exemption No. 4867 will expire on October 31, 1989.

Docket No.: 21802

Petitioner: Sowell Aviation Co., Inc.
Regulations Affected: 14 CFR 141.65

Description of Relief Sought/

Disposition: To extend Exemption No. 4551, as amended, that allows petitioner to recommend graduates of its FAA-approved certification courses for airline transport pilot and flight instructor certificates and associated ratings, without taking the FAA written test, in accordance with the provisions of subpart D of part 141. Grant, August 4, 1989, Exemption No. 4551B.

Docket No.: 22469

Petitioner: Parks College of Saint Louis University

Regulations Affected: 14 CFR part 141, Appendixes A, C, D, and F

Description of Relief Sought/

Disposition: To extend Exemption No. 3495, as amended, that allows petitioner to train students to a performance standard rather than minimum flight time requirements, except for solo cross country. Grant, August 24, 1989, Exemption No. 3495D.

Docket No.: 22706

Petitioner: Bankair, Inc.
Regulations Affected: 14 CFR 135.225(e)(1)