

SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster #2949; Amendment #2]****State of Minnesota**

In accordance with notices from the Federal Emergency Management Agency, dated April 18, 1997, and April 22, 1997, the above-numbered Declaration is hereby amended to include the Counties of Cass, Clearwater, Douglas, McLeod, Otter Tail, Pope, Todd, and Wadena in the State of Minnesota as a disaster area due to damage caused by severe flooding, severe winter storms, snowmelt, high winds, rain, and ice beginning March 21, 1997 and continuing.

Any counties contiguous to the above-named primary counties have already been covered.

All other information remains the same, i.e., the deadline for filing applications for physical damage is June 7, 1997 and for economic injury the termination date is January 8, 1998.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: April 25, 1997.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 97-11551 Filed 5-2-97; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster #2937; Amendment #4]****State of Tennessee**

In accordance with a notice from the Federal Emergency Management Agency, dated April 21, 1997, the above-numbered Declaration is hereby amended to include the Counties of Benton, Decatur, and De Kalb as a disaster area due to damages caused by heavy rain, tornadoes, flooding, hail and high winds beginning on February 28, 1997 and continuing through March 24, 1997.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the previously designated location: Cannon, Perry, Putnam, Smith, Warren, Wayne, and White in the State of Tennessee. Any counties contiguous to the above-named primary counties and not listed herein have been covered under a separate declaration for the same occurrence.

All other information remains the same, i.e., the termination date for filing

applications for physical damage is May 6, 1997, and for loans for economic injury the deadline is December 8, 1997.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: April 25, 1997.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

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SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster #2946; Amendment #1]****State of Washington**

In accordance with a notice from the Federal Emergency Management Agency, dated April 21, 1997, the above-numbered Declaration is hereby amended to include the Counties of Clallam, Kitsap, Lincoln, Pacific, Pend Oreille, Snohomish, Spokane, Stevens, and Thurston in the State of Washington as a disaster area due to damages caused by heavy rains, snow melt, mud/landslides, and flooding beginning March 18 and continuing through March 28, 1997.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the previously designated location: Adams, Ferry, Grant, Island, Okanogan, San Juan, Skagit, Wahkiakum, and Whitman in the State of Washington; Benewah, Bonner, Boundary, and Kootenai in the State of Idaho; and Clatsop in the State of Oregon. Any counties contiguous to the above-named primary counties and not listed herein have already been covered.

The economic injury numbers assigned to this disaster are: 945600 for Washington, 947800 for Idaho, and 947900 for Oregon.

All other information remains the same, i.e., the deadline for filing applications for physical damage is June 2, 1997 and for economic injury the termination date is January 2, 1998.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: April 25, 1997.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Index of Administrator's Decisions and Orders in Civil Penalty Actions; Publication**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of publication.

SUMMARY: This notice constitutes the required quarterly publication of an index of the Administrator's decisions and orders in civil penalty cases. The FAA is publishing an index by order number, an index by subject matter, and case digests that contain identifying information about the final decisions and orders issued by the Administrator. Publication of these indexes and digests is intended to increase the public's awareness of the Administrator's decisions and orders. Also, the publication of these indexes and digests should assist litigants and practitioners in their research and review of decisions and orders that may have precedential value in a particular civil penalty action. Publication of the index by order number, as supplemented by the index by subject matter, ensures that the agency is in compliance with statutory indexing requirements.

FOR FURTHER INFORMATION CONTACT:

James S. Dillman, Assistant Chief Counsel for Litigation (AGC-400), Federal Aviation Administration, 400 7th Street, SW., Suite PL 200-A, Washington, DC 20590; telephone (202) 366-4118.

SUPPLEMENTARY INFORMATION: The Administrative Procedure Act requires Federal agencies to maintain and make available for public inspection and copying current indexes containing identifying information regarding materials required to be made available or published. 5 U.S.C. 552(a)(2). In a notice issued on July 11, 1990, and published in the **Federal Register** (55 FR 29148; July 17, 1990), the FAA announced the public availability of several indexes and summaries that provide identifying information about the decisions and orders issued by the Administrator under the FAA's civil penalty assessment authority and the rules of practice governing hearings and appeals of civil penalty actions. 14 CFR Part 13, Subpart G.

The FAA maintains an index of the Administrator's decisions and orders in civil penalty actions organized by order number and containing identifying information about each decision or order. The FAA also maintains a subject

matter index, and digests organized by order number.

In a notice issued on October 26, 1990, The FAA published these indexes and digests for all decisions and orders issued by the Administrator through September 30, 1990, 55 FR 45984; October 31, 1990. The FAA announced in that notice that it would publish supplements to these indexes and digests on a quarterly basis (*i.e.*, in January, April, July, and October of each year). The FAA announced further in that notice that only the subject-matter index would be published cumulatively, and that both the order number index and the digests would be non-cumulative. Subsequently, the FAA announced that for the convenience of the users of these indexes, the order number indexes published in January would reflect all of the civil penalty decisions for the previous year. 58 FR 5044; 1/19/93.

The indexes of the Administrator's decisions and orders in civil penalty cases have been published as follows:

Dates of quarter	Federal Register publication
11/1/89-9/30/90 ..	55 FR 45984; 10/31/90.
10/1/90-12/31/90	56 FR 44886; 2/6/91.
1/1/91-3/31/91	56 FR 20250; 5/2/91.
4/1/91-6/30/91	56 FR 31984; 7/12/91.
7/1/91-9/30/91	56 FR 51735; 10/15/91.
10/1/91-12/31/91	57 FR 2299; 1/21/92.
1/1/92-3/31/92	57 FR 12359; 4/9/92.

Dates of quarter	Federal Register publication
4/1/92-6/30/92	57 FR 32825; 7/23/92.
7/1/92-9/30/92	57 FR 48255; 10/22/92.
10/1/92-12/31/92	58 FR 5044; 1/19/93.
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4/1/93-6/30/93	58 FR 42120; 8/6/93.
7/1/93-9/30/93	58 FR 58218; 10/29/93.
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4/1/94-6/30/94	59 FR 39618; 8/3/94.
7/1/94-12/31/94 ..	60 FR 4454; 1/23/95.
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4/1/96-6/30/96	61 FR 37526; 7/18/96.
7/1/96-9/30/96	61 FR 54833; 10/22/96.
10/1/96-12/31/96	62 FR 2434; 1/16/97.

The civil penalty decisions and orders have been published by commercial publishers (Hawkins Publishing Company and Clark Boardman Callahan) and are available on computer on-line services (Westlaw, LEXIS, CompuServe and FedWorld). (Information about these commercial publications and computer databases is provided at the end of this notice.) Also, the Administrator's final decision and orders, indexes, and digests are available for public inspection and copying at all FAA legal offices. (The addresses of the FAA legal offices are listed at the end of this notice.)

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145.61	90-11 Thunderbird Accessories.
191	90-12 & 90-19 Continental Airlines; 90-37 Northwest Airlines.
298.1	92-10 Flight Unlimited.
302.8	90-22 USAir.
49 CFR:	
1.47	92-76 Safety Equipment.
171 et seq.	95-10 Diamond.
171.2	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall; 96-26 Midtown.
171.8	92-77 TCI.
172.101	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 96-26 Midtown.
172.200	92-77 TCI; 94-28 Toyota; 95-16 Mulhall; 96-26 Midtown.
172.202	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
172.203	94-28 Toyota.
172.204	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
172.300	94-31 Smalling; 95-16 Mulhall; 96-26 Midtown.
172.301	94-31 Smalling; 95-16 Mulhall.
172.304	92-77 TCI; 94-31 Smalling; 95-16 Mulhall.
172.400	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
172.402	94-28 Toyota.
172.406	92-77 TCI.
173.1	92-77 TCI; 94-28 Toyota; 94-31 Smalling; 95-16 Mulhall.
173.3	94-28 Toyota; 94-31 Smalling.
173.6	94-28 Toyota.
173.22(a)	94-28 Toyota; 94-31 Smalling.
173.24	94-28 Toyota; 95-16 Mulhall.
173.25	94-28 Toyota.
173.27	92-77 TCI.
173.115	92-77 TCI.
173.240	92-77 TCI.
173.243	94-28 Toyota.
173.260	94-28 Toyota.
173.266	94-28 Toyota; 94-31 Smalling.
175.25	94-31 Smalling.
191.5	97-13 Westair Commuter.
191.7	97-13 Westair Commuter.
821.30	92-73 Wyatt.
821.33	90-21 Carroll.

Statutes

5 U.S.C:		
504	90-17 Wilson; 91-17 & 92-71 KDS Aviation; 92-74, 93-2 & 93-9 Wendt; 93-29 Sweeney; 94-17 TCI; 95-27 Valley Air; 96-22 Woodhouse.	
552	90-12, 90-18 & 90-19 Continental Airlines; 93-10 Costello.	
554	90-18 Continental Airlines; 90-21 Carroll; 95-12 Toyota.	
556	90-21 Carroll; 91-54 Alaska Airlines.	
557	90-20 Degenhardt; 90-21 Carroll; 90-37 Northwest Airlines; 94-28 Toyota.	
705	95-14 Charter Airlines.	
5332	95-27 Valley Air.	
11 U.S.C.:		
362	91-2 Continental Airlines.	
28 U.S.C.:		
2412	93-10 Costello; 96-22 Woodhouse.	
2462	90-21 Carroll.	
49 U.S.C.:		
5123	95-16 Mulhall; 96-26 & 97-1 Midtown Neon Sign.	
40102	96-17 Fenner.	
44701	96-6 Ignatov; 96-17 Fenner.	
44704	96-3 America West Airlines; 96-15 Valley Air.	
46110	96-22 Woodhouse; 97-1 Midtown Neon Sign.	
46301	97-1 Midtown Neon Sign.	
46303	97-7 Stalling.	
49 U.S.C. App.:		
1301(31) (operate)	93-18 Westair Commuter.	
(32) (person)	93-18 Westair Commuter.	
1356	90-18 & 90-19, 91-2 Continental Airlines.	
1357	90-18, 90-19 & 91-2 Continental Airlines; 91-41 [Airport Operator]; 91-58 [Airport Operator].	
1421	92-10 Flight Unlimited; 92-48 USAir; 92-70 USAir; 93-9 Wendt.	
1429	92-73 Wyatt.	
1471	89-5 Schultz; 90-10 Webb; 90-20 Degenhardt; 90-12, 90-18 & 90-19 Continental Airlines; 90-23 Broyles; 90-26 & 90-43 Waddell; 90-33 Cato; 90-37 Northwest Airlines; 90-39 Hart; 91-2 Continental Airlines; 91-3 Lewis; 91-18 [Airport Operator]; 91-53 Koller; 92-5 Delta Air Lines; 92-10 Flight Unlimited; 92-46 Sutton-Sautter; 92-51 Koblick; 92-74 Wendt; 92-76 Safety Equipment; 94-20 Conquest Helicopters; 94-40 Polynesian Airways; 96-6 Ignatov; 97-7 Stalling.	
1472	96-6 Ignatov.	
1475	90-20 Degenhardt; 90-12 Continental Airlines; 90-18, 90-19 & 91-1 Continental Airlines; 91-3 Lewis; 91-18 [Airport Operator]; 94-40 Polynesian Airways.	
1486	90-21 Carroll; 96-22 Woodhouse.	
1809	92-77 TCI; 94-19 Pony Express; 94-28 Toyota; 94-31 Smalling; 95-12 Toyota.	

Civil Penalty Actions—Orders Issued by the Administrator Digests

(Current as of March 31, 1997)

The digests of the Administrator's final decisions and orders are arranged by order number, and briefly summarize key points of the decision. The following compilation of digests includes all final decisions and orders issued by the Administrator from January 1, 1997, to March 31, 1997.

These digests do not constitute legal authority, and should not be cited or relied upon as such. The digests are not intended to serve as substitute for proper legal research. Parties, attorneys, and other interested persons should always consult the full text of the Administrator's decisions before citing them in any context.

In the Matter of Midtown Neon Sign Corporation

Order No., 97-1 (1/8/97)

Petition to Modify Granted. This action was brought under 49 U.S.C. 5123. As a result, the judicial review provisions of 49 U.S.C. 46110 does not apply to this case. Footnote 13 of FAA Order No. 96-26 (August 13, 1996) is omitted.

In the Matter of Sanford Air, Inc.

Order No. 97-2 (1/8/97)

Notice of Appeal Construed As An Appeal Brief. Respondent failed to perfect its timely filed notice of appeal. However, the notice of appeal is sufficiently detailed to be construed as an appeal brief. Complainant is give 35 days in which to file its reply brief

In the Matter of [Airport Operator]

Order No. 97-3 (1/8/97)

Order No. 97-3 (1/8/97)

Appeal Dismissed. Respondent filed a timely notice of appeal but failed to perfect its appeal by filing an appeal brief. Respondent's appeal is dismissed.

In the Matter of [Airport Operator]

Order No. 97-4 (1/14/97)

Appeal Withdrawn. Respondent's appeal is dismissed in light of Respondent's withdrawal of its appeal.

In the Matter of WestAir Commuter Airlines, Inc. d/b/a United Express

Order No. 97-5 (1/3/97)

Appeal Withdrawn. Respondent has withdrawn its notice of appeal. Its appeal is dismissed.

In the Matter of WRA, Inc.

Order No. 97-6 (2/7/97)

Appeal Dismissed. Respondent has failed to show, or even attempt to show, good cause for its failure to file its appeal brief in a timely manner. Respondent's appeal is dismissed.

In the Matter of Ronald Stalling

Order No., 97-7 (2/20/97)

Late-filed Notice of Appeal.

Respondent's notice of appeal was late-filed. A late-filed notice of appeal will be accepted only if good cause for the lateness is shown. Respondent stated in his notice of appeal that until the date on which he prepared the notice, he had no idea that a communication with the agency attorney, with whom he was engaged in settlement talks, was not a direct communication with the law judge. Respondent is given an opportunity to explain why he filed the notice of appeal late.

Constructive Withdrawal of Request for Hearing. The law judge had issued an order to show cause why Respondent had filed to file an Answer. The envelope was sent certified mail and was returned marked "MLNF" (Moved, Left No Forwarding Address.) The law judge regarded the return of the envelope as constructive withdrawal of the request for hearing, and consequently, issued an Order Assessing Civil Penalty. The Order Assessing Civil Penalty was sent to the same address as the Order to Show Cause. The Order Assessing Civil Penalty was sent both certified and regular mail. The Order Assessing Civil Penalty sent by certified mail was returned marked "Unclaimed." Respondent must have received the envelope sent by regular mail because he filed a notice of appeal (discussed above.) Respondent is given an opportunity to present argument regarding whether the law judge was in error when he construed the return of the Order to Show Cause as constructive withdrawal of the request for hearing.

In the Matter of Pacific Aviation International, Inc. d/b/a Inter-Island Helicopters

Order No. 97-8 (2/20/97)

Respondent Responsible for Failure to Replace Part. Respondent argued that its mechanics and not Respondent were responsible for the violations involving the failure to replace a life-limited part. Respondent further argued that the particular mechanic who reported the problem to the FAA intentionally allowed the discrepancy to exist in order to blackmail Respondent.

Assuming that Respondent's claim is true, it does not relieve Respondent of responsibility for the violations. Other employees of Respondent certified the aircraft as airworthy during the period in question. Respondent has not alleged that its mechanic "covered up" the failure to replace the part. Respondent, like other air carriers, has a responsibility to supervise its mechanic employees adequately, which it failed to do.

Irrelevant that Respondent cannot recover from repair station. Respondent chose to hire its own mechanics to perform its maintenance. It was Respondent's responsibility to supervise their work adequately.

Arguments that \$7,000 civil penalty too high rejected. Respondent's claim that it committed fewer violations than the respondent in *In the Matter of Watts Agricultural, FAA Order No. 91-8* (April 11, 1991, review denied, 977 F.2d 594 (9th Cir. 1992)), is inaccurate, given that Respondent operated its aircraft in an unairworthy condition on 70 separate days. Although Respondent argues that it operated the aircraft "only" 400 hours beyond the mandatory replacement time, the \$7,000 penalty already reflects the number of hours of operation of an unairworthy aircraft. Assuming that it is true, as Respondent asserts, that part in question has no history of failure in service on this type of aircraft, arguably that is because operators generally replace the part at the required time. Any suggestion on Respondent's part that it is a better judge of the operating limits of the part than the manufacturer must be rejected. Contrary to Respondent's claim that the "infractions charged did not threaten anyone," the violations threatened the safety of the passengers, the pilots, and persons and property on the ground.

Right to due process not violated. Law judge did not err in granting Complainant's motion for decision, obviating a hearing on the merits. A hearing is not required where there is no genuine issue of material fact and where it is clear that one party is entitled to a decision as a matter of law. Nor is due process offended by Respondent's lack of counsel prior to the appeal; there is no right to assigned counsel in FAA civil penalty proceedings.

No evidence of discriminatory treatment. Although Respondent claims there was a disparity in treatment and a discriminatory attempt to put Respondent out of business, Respondent has provided no evidence to support its claim. Respondent promised the law judge several times to provide evidence to support its claim of financial

hardship, but ultimately declined to do so.

In the Matter of Alphin Aircraft, Inc.

Order No. 97-9 (2/20/97)

No right to assigned counsel.

Respondent asks the Administrator to order a new hearing or to dismiss the case, stating that its financial conditions at the time forced it to defend itself without counsel. There is no due process right to assigned counsel in FAA civil penalty proceedings.

Airworthiness. Although Respondent argues that airworthiness was never a problem because the work it performed was not required by an Airworthiness Directive (AD), work must still be done properly, even if it is required by an AD. Respondent's work affected the structural integrity of the aircraft, creating the possibility of an in-flight breakup.

ALJ's assessment of expert testimony. Respondent has offered no persuasive reason to disturb the law judge's assessment of the expert testimony in this case.

Double Jeopardy Clause. The Double Jeopardy Clause does not prohibit the law judge's finding of multiple violations. There was an additional required fact for each violation the law judge found.

In the Matter of Alphin Aircraft, Inc.

Order No. 97-10 (2/20/97)

Part 145 Requirements for Inspection System Apply to Holders of Repair Station Certificates as well as Applicants.

Respondent argues that the law judge erred in finding violations of 14 C.F.R. 145.45 (a) and (d) because these provisions expressly apply only to "applicants," and it has held a repair station certificate since 1972. The requirements in section 145.45 for an inspection system are continuing in nature. Respondent could not have reasonably believed that its obligation to have an effective inspection system ended in 1972 when it obtained its repair station certificate.

Respondent Must Comply With Inspection Procedures Manual. Respondent argues that it need not comply with its Inspection Procedures Manual because there is no regulation expressly requiring it to do so. Though the requirement is implicit rather than explicit, it is clear.

Hidden Damage Inspection Not Limited to Post-Accident Situations. Respondent contends that the requirement in its manual for a hidden damage inspection derives from section 145.45(e), which requires such an inspection only after an accident, and

no accident occurred here. Respondent's argument concerning the derivation of the requirement in its manual is speculative and unsupported. Nothing in Respondent's manual limits hidden damage inspections to post-accident situations.

No Error in Finding Discrepancy Existed When Respondent Released Aircraft. Circumstantial evidence may suffice to prove a violation. Respondent's witnesses conceded that they removed the mechanism and then reinstalled it. Testimony was that the rubbing was due to the manner in which the mechanism was installed. Respondent has offered no persuasive reason to disturb the law judge's assessment of the evidence.

Summary. Respondent's appeal is denied and the law judge's decision assessing a \$1,500 penalty is affirmed.

In the Matter of Hampton Air Transport Systems, Inc.

Order No. 97-11 (2/20/97)

No Error in Finding Glide Slope Inoperative. Complainant can use circumstantial evidence to sustain its burden of proof. The following evidence supports the law judge's finding that the glide slope was inoperative. Respondent does not dispute that the glide slope was placarded inoperative; Respondent's President testified that after performing an avionics check, he marked the glide slope inoperative and that at least two pilots advised him that glide slope was inoperative; Respondent's President advised Complainant in a letter that the glide slope was inoperative; a work order from an avionics repair shop lists the glide slope as inoperative. Even if glide slope worked intermittently, it could not be considered operable because it was unreliable.

No Error in Finding That It Was Insufficient to Placard Glide Slope. The law judge did not err in rejecting Respondent's argument that under Section 91.213, it could take off with an inoperative instrument as long as it placarded it as inoperative. Section 91.213 applies only to flights conducted under Part 91, whereas the flights at issue were passenger-carrying flights for compensation or hire conducted under Part 135. Section 135.411, which provides that aircraft type-certificated for nine or fewer seats shall be maintained under Part 91, does not apply. Operating without repair, as Respondent did here, does not constitute maintenance.

ALJ Erred in Declining to Assess Penalty. Contrary to the law judge's finding, it was clear from the regulations

that Hampton violated the regulations by operating an aircraft under Part 135 with an inoperative glide slope indicator but no Minimum Equipment List. Although the law judge stated that the flights did not implicate safety concerns, the margin of safety that glide slopes provide was reduced because on 56 flights, one of the glide slope indicators was inoperative. Weather can change abruptly, requiring use of instruments even where the operator intends VFR flight only. Even if it were true that neither airport had an Instrument Landing System, weather or other circumstances may require a pilot to divert to another airport. Moreover, even though the other glide slope indicator was apparently functioning, the margin of safety was still reduced. In many contexts, the regulations require redundancy to enhance safety.

Financial Hardship. Although Respondent alleged financial hardship, it failed to sustain its burden of proof. Its financial statement contains a prominent disclaimer indicating that management had elected to omit substantially all of the disclosures required by generally accepted accounting principles.

Summary. Law judge's determination that Respondent violated 14 CFR § 91.7 and 135.179 is affirmed, while his determination not to impose a penalty is reversed. Respondent is ordered to pay a \$5,000 civil penalty.

In the Matter of David Mayer

Order No. 97-12 (2/20/97)

Passenger Misconduct. The law judge held that Respondent violated 14 CFR 91.11 and 121.589(e), and assessed a \$1,000 civil penalty for the 14 CFR 91.11 violation but only a \$150 civil penalty for the 14 CFR 121.589(e) violation. Both parties appealed to the Administrator. Respondents' appeal is denied, and Complainant's appeal is granted in part. The Administrator assessed a \$1,500 civil penalty.

Assault/Interference With Performance of Flight Crewmember's Duties. Respondent shoved a sandwich down the back of a flight attendant's blouse during a flight. He argued that he had not assaulted the flight attendant and, therefore, had not violated Section 91.11. The Administrator rejected that argument. Section 91.11 prohibits assaulting a flight crewmember or interfering in the performance of the flight crewmember's duties. The Administrator has interpreted the term "assault" as used in Section 91.11 as including both an assault (the apprehension of an unwanted touching) and a battery (the actual unwanted

touching.) In the Matter of Ignatov, FAA Order No. 96-6 (2/13/96). Moreover, Respondent interfered with the flight attendant's performance of her duties when he put the sandwich down her back and when he put his trash on the beverage cart. Also, by demanding to talk with the pilot, Respondent interfered with the performance of the pilot's duties. The Administrator held further that a \$1,000 civil penalty was not excessive for the outrageous and unjustified conduct that resulted in the violation(s) of Section 91.11.

Refusal to Stow Carry-on Item.

Respondent did not stow his carry-on item despite three requests to do so by the flight attendant. The flight attendant went to get another flight attendant, the "A" flight attendant, who had been stationed beside the open aircraft door. By the time that the "A" flight attendant got back to see Respondent, he had stowed his carry-on item. The law judge held that this was a mere technical violation of 14 CFR 121.598(e) and that \$150 was the appropriate penalty. Complainant appealed. The Administrator held that this was more than a mere technical violation because Respondent had refused to stow his carry-on item after multiple requests, and he only stowed after the flight attendant had gone to get the "A" flight attendant. However, the Administrator found that a \$500 civil penalty would be adequate to deter Respondent and others from such similar violations.

In the Matter of Westair Commuter Airlines

Order No. 97-13 (2/26/97)

Record Sealed. Complainant requested the removal from the record of a letter accompanying Respondent's notice of withdrawal of its appeal. One reason given by Complainant to justify removal of the letter from the record was that the letter contained sensitive security information. The Administration found that the record contained equally sensitive security information and sealed the record under 14 C.F.R. Part 191, explaining that if a member of the public requests access to the record, the sensitive portions would then be redacted in accordance with 14 C.F.R. 191.7.

Commercial Reporting Services of the Administrator's Civil Penalty Decisions and Orders

1. *Commercial Publications:* The Administrator's decisions and orders in civil penalty cases are now available in the following commercial publications:

Civil Penalty Cases Digest Service, published by Hawkins Publishing

Company, Inc., P.O. Box 480, Mayo, MD, 21106, (410) 798-1677;

Federal Aviation Decisions, Clark Boardman Callaghan, a subsidiary of West Information Publishing Company, 50 Broad Street East, Rochester, NY 14694, 1-800-221-9428.

2. *CD-ROM*. The Administrator's orders and decisions are available on CD-ROM through Aeroflight Publications, P.O. Box 854, 433 Main Street, Gruver, TX 70940, (806) 733-2483.

3. *On-Line Services*. The Administrator's decisions and orders in civil penalty cases are available on the following on-services:

- Compuserve
- FedWorld
- Westlaw (the Database ID is

FTRAN-FAA)

- LEXIS [Transportation (TRANS) Library, FAA file.]

The FAA has stated previously that publication of the subject-matter index and the digests may be discontinued once a commercial reporting service publishes similar information in a timely and accurate manner. The publication of the digests will be discontinued as of the next quarterly publication.

FAA Offices

The Administrator's decisions and orders, indexes, and digests are available for public inspection and copying at the following location in FAA headquarters: FAA Hearing Docket, Federal Aviation Administration, 800 Independence Avenue, SW., Room 924A, Washington, DC 20591; (202) 267-3641.

These materials are also available at all FAA regional and center legal offices at the following locations:

Office of the Assistant Chief Counsel for the Aeronautical Center (AMC-7), Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73125; (405) 954-3296.

Office of the Assistant Chief Counsel for the Alaskan Region (AAL-7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AL 99513; (907) 271-5269.

Office of the Assistant Chief Counsel for the Central Region (ACE-7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426-5446.

Office of the Assistant Chief Counsel for the Eastern Region (AEA-7), Eastern Region Headquarters, JFK International Airport, Federal Building, Jamaica, NY 11430; (718) 553-3285.

Office of the Assistant Chief Counsel for the Great Lakes Region (AGL-7), 2300 East Devon Avenue, Suite 419, Des Plaines, IL 60018, (708) 294-7108.

Office of the Assistant Chief Counsel for the New England Region (ANE-7), New England Region Headquarters, 12 New England Executive Park, Room 401, Burlington, MA 01803-5299; (617) 238-7050.

Office of the Assistant Chief Counsel for the Northwest Mountain Region (ANM-7), Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW, Renton, WA 98055-4056; (206) 227-2007.

Office of the Assistant Chief Counsel for the Southern Region (ASO-7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305-5200.

Office of the Assistant Chief Counsel for the Southwest Region (ASW-7), Southwest Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137-4298; (817) 222-5087.

Office of the Assistant Chief Counsel for the Technical Center (ACT-7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485-7087.

Office of the Assistant Chief Counsel for the Western-Pacific Region (AWP-7), Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 725-7100.

Issued in Washington, DC on April 28, 1997.

James S. Dillman,

Assistant Chief Counsel for Litigation.

[FR Doc. 97-11662 Filed 5-2-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice No. 97-3]

Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice.

SUMMARY: This is to notify the public that RSPA is investigating the unauthorized marking of high-pressure compressed gas cylinders. On May 21, 1996, a RSPA inspector conducted a compliance inspection at American Oxygen Company, 609 East 2nd Street, Roswell, New Mexico. Numerous compressed gas cylinders were observed, and it was discovered that significant numbers were marked with

an expired Retester Identification Number (RIN). Based on that RIN marking and the inspector's observations, RSPA believes that many of these cylinders may not have been retested in accordance with the Hazardous Materials Regulations (49 CFR parts 171-180) (HMR).

Failure to properly conduct a hydrostatic retest can result in cylinders which otherwise should be condemned being returned to service. The HMR require that properly tested cylinders which exceed the allowable 10 percent permanent expansion must be condemned and removed from service (49 CFR 173.34(e)(6)(I)(D)). Serious personal injury, death, and property damage could result from the rupture of a cylinder. Cylinders which have not been retested in accordance with the HMR may not be charged or filled with a hazardous material.

FOR FURTHER INFORMATION CONTACT: David Roberson, Hazardous Materials Enforcement Specialist, Western Region, telephone (909) 483-5624, Fax (909) 483-5636, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, Department of Transportation, 3200 Inland Empire Boulevard, Suite 230, Ontario, CA 91764.

SUPPLEMENTARY INFORMATION: On Thursday, May 21, 1996, a RSPA inspector conducted a compliance inspection at American Oxygen Company (AOC), in Roswell, New Mexico. The inspector observed a large number of cylinders marked with the following RIN:

	C	1
DEPARTMENT OF TRANSPORTATION	X	Y
Research and Special Programs Administration	0	7

Where
X=month of retest
Y=year of retest

On October 15, 1987, RSPA issued RIN C170 for a 5-year period to AOC. AOC did not renew its RIN and was no longer authorized to mark cylinders. Thus, the RIN expired on October 15, 1992, and after that date, persons are not authorized to mark any cylinders with that RIN. Any cylinder marked with RIN C170 and a test date later than "11 92" is not in compliance with the HMR. Under the HMR, hydrostatic retesting is required to verify a cylinder's structural integrity. Thus, persons who have a cylinder marked with this RIN and a date after October 1992 may not charge or fill the cylinder without first having