

regarding proposed Advisory Circular (AC) 23-XX-32, Installation of Terrain Awareness and Warning System (TAWS) Approved Under TSO-C151a for Part 23 Airplanes. This AC establishes an acceptable means, but not the only means, of obtaining FAA airworthiness approval for the installation of a TAWS that has been approved under Technical Standard Order (TSO)-C151a, Terrain Awareness and Warning System, in a Part 23 airplane.

DATES: Comments must be received on or before March 20, 2000. There will be no extensions for late comments.

ADDRESSES: Send both a hard copy and an electronic copy of all comments on the proposed AC to the Federal Aviation Administration, Attention: Pat Nininger (pat.nininger@faa.gov), Regulations and Policy Branch, ACE-111, Small Airplane Directorate, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106, telephone number (816) 329-4129, or facsimile (816) 329-4090.

FOR FURTHER INFORMATION CONTACT: Ervin Dvorak, Aerospace Engineer, Regulations and Policy Branch, ACE-111, Small Airplane Directorate, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106, telephone number (816) 329-4123.

SUPPLEMENTARY INFORMATION:

Comments Invited

Any person may obtain a copy of the proposed AC by contacting the person named above under **ADDRESSES** or the AC should be available within a few days on the internet at <http://www.faa.gov/avr/air/airhome.htm>. We invite interested persons to comment on the proposed AC by submitting comments to the address specified above. The FAA will consider all comments received on or before the closing date before issuing the AC. Comments may be examined at the Small Airplane Directorate, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106, between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

Background

On November 29, 1999, the FAA issued TSO-C151a. TSO-C151a prescribes the minimum design standards that a TAWS must meet to be identified with the TSO-C151a marking. For further in-depth information concerning the TAWS' capabilities, refer to TSO-C151a.

The FAA's TSO process is a means of obtaining FAA design and performance approval for an appliance, system, or

product. However, the TSO does not provide procedures for installation approval or procedures for design or implementation of an installation. With future rulemaking and heightened interest by manufacturers and operators to equip Part 23 airplanes with TAWS systems that are compliant with TSO-C151a, the FAA has recognized the need to establish guidance material for the design and test requirements for the installation of such systems. This AC has been developed as the means for providing such guidance for Part 23 airplanes.

Issued in Kansas City, Missouri, on January 19, 2000.

Michael Gallagher,

Manager, Small Airplane Directorate.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circulars (AC) 25.981-1X, Fuel Tank Ignition Source Prevention Guidelines; and AC 25.981-2X, Fuel Tank Flammability Minimization

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed advisory circulars.

SUMMARY: The Federal Aviation Administration invites public comment on draft advisory material that provides guidelines for demonstrating compliance with proposed certification requirements for preventing ignition sources within the fuel tanks of transport category airplanes, as well as minimizing the formation of flammable vapors in the fuel tanks of those airplanes.

DATES: Comments must be received on or before March 27, 2000.

ADDRESSES: Send all comments on the proposed advisory circulars to the Federal Aviation Administration, Attention: Mike Dostert, Propulsion/Mechanical Systems Branch, ANM-112, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055-4056. Comments may also be submitted electronically to the following address: mike.dostert@faa.gov.

FOR FURTHER INFORMATION CONTACT: Mike Dostert at the above address, telephone (425) 227-2132; facsimile (425) 227-1320, or e-mail mike.dostert@faa.gov.

SUPPLEMENTARY INFORMATION:

How Do I Obtain a Copy of the Proposed Advisory Circulars?

You may obtain an electronic copy of the advisory circulars identified in this notice at the following Internet address: www.faa.gov/avr/air/airhome.htm. If you do not have access to the Internet, you may request a copy by contacting Domonique Adams, Program Management Branch, ANM-114, FAA Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2111.

How Do I Submit Comments on the Advisory Circulars?

Interested persons are invited to comment on the proposed advisory material by submitting such written data, views, or arguments as they may desire. Comments must identify the title of the AC and be submitted in duplicate to the address specified above. The Transport Airplane Directorate will consider all comments received on or before the closing date for comments before issuing the final advisory material.

Discussion

In Notice of Proposed Rulemaking 99-18, published in the **Federal Register** on October 29, 1999 (64 FR 58656), the FAA requested public comment on a proposal to require design approval holders of certain turbine-powered transport category airplanes to submit substantiation to the FAA that the design of the fuel tank system of previously certificated airplanes precludes the existence of ignition sources within the airplane fuel tanks. The proposed rule would also require the affected design approval holders to develop specific fuel tank system maintenance and inspection instructions for any items in the fuel tank system that re determined to require repetitive inspections or maintenance, to assure the safety of the fuel tank system. In addition, the proposed rule would require certain operators of those airplanes to incorporate FAA-approved fuel tank system maintenance and inspection instructions into their current maintenance or inspection program.

In addition to the amendments proposed in Notice 99-18, the FAA announced the development of advisory material to supplement the proposals. This notice announces the availability of that advisory material for public comment.

The first advisory circular, AC 25.981-1X, Fuel Tank Ignition Source Prevention Guidelines, provides

guidance on how to substantiate that ignition sources will not be present in airplane fuel tank systems following failures or malfunctions of airplane components or systems. Also included is guidance for developing any limitations for the instructions for Continued Airworthiness that may be generated by the fuel tank system safety assessment identified in Notice 99-18.

The second advisory circular, AC 25.981-2X, Fuel Tank flammability Minimization, provides information and guidance concerning compliance with the standards proposed in Notice 99-18 pertaining to minimizing the formation of flammable vapors in the fuel tanks, or mitigation of any hazards if ignition does occur.

Issued in Renton, WA, on January 14, 2000.

Vi L. Lipski,

Acting manager, Transport Airplane Directorate Aircraft Certification Service, ANM-100.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2000-01]

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 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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before February 22, 2000.

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 Vanessa Wilkins (202) 267-8029 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, D.C., on January 27, 2000.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29854.

Petitioner: LifePort, Inc.

Section of the FAR Affected: 14 CFR 25.785(b) and 25.562.

Description of Relief Sought: To permit installation of a medical stretcher for carriage of non-ambulatory persons on a Gulfstream GV airplane.

Docket No.: 29859.

Petitioner: Hawaiian Airlines, Inc.

Section of the FAR Affected: 14 CFR 121.344(b)(3) and 121.226(b)(3).

Description of Relief Sought: To permit Hawaiian to operate nine McDonnell Douglas DC-9 airplanes after August 20, 2001, until their expected retirement dates, on or before December 31, 2001, without installing the required digital flight data recorder in each airplane.

Docket No.: 29791.

Petitioner: United Parcel Service, Inc.

Section of the FAR Affected: 14 CFR 61.77(a).

Description of Relief Sought: To permit UPS to obtain special purpose pilots authorizations for certain holders of foreign pilot certificates to ferry U.S.-registered Boeing 727 aircraft listed on the UPS Operations Specifications between non-U.S. airports.

Docket No.: 29626.

Petitioner: Glen G. Rowlinson.

Section of the FAR Affected: 14 CFR 65.91(c)(1).

Description of Relief Sought: To permit Glen G. Rowlinson to be eligible

for an inspection authorization without holding a current mechanic certificate with airframe and powerplant ratings that have been in effect for a total of at least 3 years.

Docket No.: 29745.

Petitioner: C&S Aviation, Limited.

Section of the FAR Affected: 14 CFR 135.25(b) and (c).

Description of Relief Sought: To permit C&S to operate under part 135 without having exclusive use of at least one aircraft that meets the requirements for at least one kind of operation authorized by C&S's operations specifications.

Dispositions of Petitions

Docket No.: 29531.

Petitioner: Dornier Luftfahrt GmbH.

Section of the FAR Affected: 14 CFR 25.841(a)(2) and (a)(3).

Description of Relief Sought/Disposition: To allow the Dornier Model 328-300 airplanes to operate up to a maximum altitude of 35,000 feet instead of 31,000 feet, which is the currently approved limitation.

Denial, 12/22/99, Exemption No. 7090

Docket No.: 29871.

Petitioner: Construcciones

Aeronauticas, S.A.

Section of the FAR Affected: 14 CFR 25.723.

Description of Relief Sought/Disposition: To permit Construcciones Aeronauticas, S.A., have one additional year to demonstrate compliance with § 25.723 for the CASA Model C-295 landing gear system.

Partial Grant, 12/17/99, Exemption No. 7088

Docket No.: 29687.

Petitioner: R&M Aviation.

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

Description of Relief Sought/Disposition: To permit R&M to operate its Agusta A-109E helicopter (Registration No. N97CH; Serial No. 11012) under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 11/19/99, Exemption No. 7078

Docket No.: 29818.

Petitioner: Michael Hoeffler.

Section of the FAR 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 Michael Hoeffler to conduct a local sightseeing flight at the Minute Man Airfield in Stow, Massachusetts, for the Bolton Historical Society, for compensation or hire, without complying with certain anti-