

evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft. *Denial, 10/5/99, Exemption No. 7020.*

Docket No.: 29273.

Petitioner: Air Response, Inc.

Section of the FAR Affected: 14 CFR 135.299(a).

Description of Relief Sought/

Disposition: To permit Air Response, Inc. pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft. *Denial, 10/7/99, Exemption No. 7026.*

Docket No.: 29273.

Petitioner: Crow Executive Air, Inc.

Section of the FAR Affected: 14 CFR 135.299(a).

Description of Relief Sought/

Disposition: To permit Crow Executive Air, Inc., pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft. *Denial, 10/5/99, Exemption No. 7019.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-99-42]

#### 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 December 27, 1999.

**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, DC 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, DC 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, DC, on November 30, 1999.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

#### Petitions for Exemption

Docket No.: 29820.

Petitioner: Bombardier Completion Centre, Inc.

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

Description of Relief Sought: To permit the installation of side facing divan seats manufactured by BE-AMP in any BD700-1A10 Global Express airplane used for corporate transportation.

Docket No.: 29800.

Petitioner: Associated Air Center.

Section of the FAR Affected: 14 CFR 25.813(c).

Description of Relief Sought: To allow doors between passenger compartments on Boeing Model 757-23A and 757-2J4 airplanes.

Docket No.: 29722.

Petitioner: Flight Express, Inc.

Section of the FAR Affected: 14 CFR 135.243(c)(2).

Description of Relief Sought: To allow each of its pilots to act as pilot in command under instrument flight rules with a minimum of 800 hours of total flight time, including 330 hours of cross-country flight time, 70 hours of night flight time, and 50 hours of actual or simulated instrument flight time of which 30 hours were in actual flight, in lieu of the flight-time requirements of § 135.243(c)(2).

#### Dispositions of Petitions

Docket No.: 29827.

Petitioner: Gulfstream Aerospace Corporation.

Section of the FAR Affected: 14 CFR 25.815.

Description of Relief Sought/Disposition: To allow movement of passenger seats into the required aisle space under certain circumstances on Gulfstream Model G-V airplanes, serial numbers 554 through 583. *Partial Grant, 10/26/99, Exemption No. 7055.*

Docket No.: 29826.

Petitioner: Gulfstream Aerospace Corporation.

Section of the FAR Affected: 14 CFR 25.815.

Description of Relief Sought/Disposition: To allow movement of passenger seats into the required aisle space under certain circumstances on Gulfstream Model G-IV airplanes, serial numbers 1348 through 1390. *Partial Grant, 10/26/99, Exemption No. 7054.*

Docket No.: 29406.

Petitioner: Flight Services Group, Inc.

Section of the FAR Affected: 14 CFR 135.299(a).

Description of Relief Sought/Disposition: To permit FSG pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft. *Denial, 10/05/99, Exemption No. 7021.*

Docket No.: 29414.

Petitioner: North American Airlines.

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

Description of Relief Sought/Disposition: To permit pilots of North American Airlines (NAA)—to act as pilots in supplemental operations conducted under part 121 after reaching their 60th birthday. *Denial, 9/3/99, Exemption No. 7037.*

Docket No.: 29615.

Petitioner: T-Bird Aviation, Inc.

Section of the FAR Affected: 14 CFR 135.299(a).

Description of Relief Sought/Disposition: To permit T-Bird pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft. *Denial, 10/5/99, Exemption No. 7017.*

Docket No.: 29540.

Petitioner: Airway Charter Service.

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

Description of Relief Sought/Disposition: To permit ACS to operate its Piper PA-46-350P Malibu Mirage (Registration No. N715BB, Serial No. 4636038) under part 135 without a

TSO-C112 (Mode S) transponder installed in the aircraft. *Grant, 10/7/99, Exemption No. 7027.*

Docket No.: 29660.

Petitioner: NorthEastern Aviation Corporation.

Section of the FAR Affected: 14 CFR 135.299(a).

Description of Relief Sought/

Disposition: To permit NorthEastern pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft. *Denial, 10/5/99, Exemption No. 7022.*

Docket No.: 29717.

Petitioner: Miami Air International.

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

Description of Relief Sought/

Disposition: To permit Miami Air to install the required digital flight data recorder (DFDR) upgrade for one Boeing 717-200 (B-727-200) aircraft (Registration No. N803MA) in two phases instead of one with the final installation completed by January 30, 2000. *Grant, 10/5/99, Exemption No. 7016.*

#### Petition for Exemption

Docket No.: 29820.

Petitioner: Bombardier Completion Centre, Inc.

Regulations Affected: 25.785(b).

Description of Petition: To permit the installation of side facing divan seats manufactured by BE-AMP in any BD700-1A10 Global Express airplane used for corporate transportation.

#### Petition for Exemption

Docket No.: 29800.

Petitioner: Associated Air Center.

Regulations Affected: 25.813(e).

Description of Petition: To allow doors between passenger compartments on Boeing Model 757-23A and 757-2J4 airplanes.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Terrain Awareness and Warning System

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

**ACTION:** Notice of publication of Technical Standard Order (TSO)-C151a, Terrain Awareness and Warning System.

**SUMMARY:** The FAA has issued TSO-C151a, Terrain Awareness and Warning

System, and canceled TSO-C151. The FAA has taken this action to clarify and correct certain paragraphs and tables that appeared in TSO-C151. The FAA has determined that the changes to TSO-C151a are of a clarifying and corrective nature, and that these changes do not alter the original intent of the airworthiness requirements of the paragraphs or tables being changed. Therefore, the FAA has taken this administrative action without using public comment process. However, the FAA will accept any comments about TSO-C151a and will consider them in any future revision to TSO-C151a. The changes are discussed below under the section titled **SUPPLEMENTARY INFORMATION.**

#### FOR FURTHER INFORMATION CONTACT:

Michelle Swearingen, Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, 800 Independence Avenue, SW, Washington, DC 20591, Telephone: (202) 267-3817, FAX: (202) 267-5340.

#### SUPPLEMENTARY INFORMATION:

*Table 3.1, Appendix 1:* The FAA has modified table 3.1 of appendix 1 to make it clearer and easier to use. These modifications include new notes to table 3.1 and appropriate modifications to the related test conditions in appendix 3. The specific modifications are described in the following discussion.

In table 3.1 the column titled TAWS(RTC) was changed to TAWS(RTC) DESCENDING. A new column titled TAWS(RTC) LEVEL FLIGHT was added between the column titled TERPS(ROC) and the column now titled TAWS(RTC) DESCENDING. The new column contains the following parameters: for enroute the parameter is 700 feet; for terminal, 350 feet; for approach, 150 feet; and for departure, 100 feet.

Note 2 was modified and corrected by retaining the ability to use a linear slope but by deleting the reference to a specific design criteria that does not meet the requirement of table 3.1. The note now reads as follows: As an alternate to the stepped down reduction from the terminal to approach phase in Table 3.1, a linear reduction of the RTC as the aircraft comes closer to the nearest runway is allowed, providing the requirements of Table 3.1 are met.

Two clarifying notes were added, note 3 and note 4. Note 3 reads as follows: During the visual segment of a normal instrument approach (typically about 1 NM from the runway threshold), the RTC should be defined/reduced to

minimize nuisance alerts. Below a certain altitude or distance from the runway threshold, logic may be incorporated to inhibit the FLTA function. Typical operations below Minimum Descent Altitude (MDA), Decision Height (DH), or the Visual Descent Point (VDP) should not generate nuisance alerts. Note 4 reads as follows: The specified RTC values are reduced slightly for descending flight conditions to accommodate the dynamic conditions and pilot response times.

The related test conditions in appendix 3 were modified to be compatible with the modified table 3.1 of appendix 1. In paragraph 1.3, appendix 3, 700 replaced both 500 parameters. In paragraph 1.5, appendix 3, 350 replaced both 300 parameters. In paragraph 1.7, appendix 3, both 100 parameters were replaced with 150. In table B, appendix 3, for the 250 and 300 ground speed test runs, both 6000 parameters were replaced with 5800. In the same table B, all five 5500 parameters were replaced with 5700. In table D, appendix 3, all four 1300 parameters were replaced with 1350. In table F, appendix 3, all four 500 parameters were replaced with 550.

*Section 3.3, Appendix 1:* The FAA has modified the first paragraph of section 3.3 by clarifying when the GPWS functions may be adjusted or modified and by deleting general language that paraphrases FAA deviation policy. Deviations are addressed in paragraph 3.f of the basic TSO, and the use of deviations is applicable to the entire TSO document. The first paragraph of section 3.3 now reads as follows: In addition to the TAWS Forward Looking Terrain Avoidance and PDA functions, the equipment shall provide the GPWS functions listed below in accordance with TSO-C92c. Some GPWS alerting thresholds may be adjusted or modified to be more compatible with the FLTA alerting functions and to minimize GPWS nuisance alerts. However, it is essential to retain the independent protective features provided by both the GPWS and FLTA functions. In each case, all the following situations must be covered. The failure of the TSO C92c equipment functions, except for power supply failure, input sensor failure, or failure of other common portions of the equipment, shall not cause a loss of the FLTA, PDA, or Terrain Display.

*Section 10.0, Appendix 1:* The FAA has modified section 10.0 to clarify the use of alternate definitions for various phases of flight. The FAA also has removed reference to TSO-C129 and RTCA/DO-229. These documents are for GPS navigation operations and are not appropriate for TAWS operations.