

estimated burden of the collections; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of the collections; and (4) ways to minimize the burden of collection on respondents, including the use of automated collection techniques or other forms of information technology.

Comments, to DMS or OIRA, must contain the OMB Control Number of the ICR addressed. Comments to DMS must contain the docket number of this request, USCG 2001-9009. Comments to OIRA are best assured of having their full effect if OIRA receives them 30 or fewer days after the publication of this request.

Information Collection Requests

1. *Title:* Alternative Compliance for International and Inland Navigation Rules—33 CFR parts 81 and 89.

OMB Control Number: 2115-0073.

Type of Request: Extension of a currently approved collection.

Affected Public: Owners, operators, builders, and agents of vessels.

Forms: This collection of information does not require the public to fill out Coast Guard forms, but does require operators, owners, builders, or agents of a vessel of special construction to apply by letter for approval that alternative compliance is justified.

Abstract: The information collected provides an opportunity for the owner, operator, builder, or agent of a unique vessel to present her or his reasons why the vessel cannot comply with existing International or Inland Navigation Rules and how it might achieve alternative compliance. If one is appropriate, the Coast Guard issues a Certificate of Alternative Compliance.

Annual Estimated Burden Hours: The estimated burden is 153 hours a year.

Dated: June 4, 2001.

V.S. Crea,

Rear Admiral, U.S. Coast Guard, Director of Information and Technology.

[FR Doc. 01-14818 Filed 6-12-01; 8:45 am]

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processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions 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 July 4, 2001.

ADDRESSES: Send comments on any 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-2000-XXXX at the beginning of your comments. If you wish to receive confirmation that 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 9:00 a.m. and 5:00 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:

Forest Rawls (202) 267-8033, Sandy Buchanan-Sumter (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 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on June 8, 2001.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2000-8269.

Petitioner: Helicopter Lift Services, Inc.

Section of 14 CFR Affected: 14 CFR § 133.33(d)(1).

Description of Relief Sought: To permit HLSI to develop, submit, and obtain FAA approval on behalf of part

133 operators in helicopter lift operations.

[FR Doc. 01-14910 Filed 6-12-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2001-44]

Petitions for Exemption; Summary of Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Dispositions of prior petitions.

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 dispositions of certain petitions previously received. 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.

FOR FURTHER INFORMATION CONTACT:

Forest Rawls (202) 267-8033, Sandy Buchanan-Sumter (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 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2001-9437.

Petitioner: Quest Aviation, Inc.

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

Description of Relief Sought/Disposition: To permit QAI to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 05/24/2001, Exemption No. 7531.

Docket No.: FAA-2001-9282

(previously Docket No. 25210).

Petitioner: Air Transport Association of America.

Section of 14 CFR Affected: 14 CFR 63.39(b)(1) and (2), and 121.425(a)(2)(i) and (ii).

Description of Relief Sought/Disposition: To permit the extension for

ATA-member airlines and other qualifying part 121 certificate holders conducting part 121-approved flight engineer training to meet the certification requirements, or the effective date of the rulemaking to amend §§ 63.39(b)(1) and (2), and 121.425(a)(2)(ii), whichever occurs first.
Grant, 05/24/2001, Exemption No. 4901G.

Docket No.: 30169.

Petitioner: Capital City Air Carrier, Inc.

Section of 14 CFR Affected: 14 CFR 61.51(f)(2).

Description of Relief Sought/

Disposition: To permit CCAC pilots to log second-in-command flight time for cargo flights in certain multiengine aircraft when more than one pilot is not required by either the aircraft type certificate or the regulations under which the flight is conducted.

Denial, 05/25/2001, Exemption No. 7537.

Docket No.: FAA-2001-9353 (previously Docket No. 25052).

Petitioner: Promech, Inc.

Section of 14 CFR Affected: 14 CFR 135.203(a)(1).

Description of Relief Sought/

Disposition: To permit certain certificate holders conducting operations under part 135 to operate seaplanes inside the Ketchikan, Alaska, Class E airspace under Special Visual Flight Rules below 500 feet above the surface.

Grant, 05/24/2001, Exemption No. 4760I.

Docket No.: FAA-2001-8935.

Petitioner: Emery Worldwide Airlines, Inc.

Section of 14 CFR Affected: 14 CFR 121.623(a) and (d), 121.643, and 121.645(e).

Description of Relief Sought/

Disposition: To permit EWA to conduct its supplemental operations within the 48 contiguous United States and the District of Columbia using the flight regulations for alternate airports as required by 121.619 and fuel reserve requirements as required by § 121.639 that are applicable to domestic operations.

Grant, 05/29/2001, Exemption No. 7536.

Docket No.: FAA-2000-8255.

Petitioner: Stallion 51 Corporation.

Section of 14 CFR Affected: 14 CFR 91.319(a)(1) and (2).

Description of Relief Sought/

Disposition: To permit Stallion 51 to receive compensation for the use of its L-39C for initial and recurrent training of applicants for an LOA in the L-39C; instrument and formation flight training to remove restrictions from current

LOAs, or to satisfy the initial instrument training requirement for original issuance of an LOA; and upset and unusual attitude recovery training for holders of type ratings or LOAs of turbojet aircraft.

Partial Grant, 05/24/2001, Exemption No. 7538.

Docket No.: FAA-2000-8527.

Petitioner: Pan Am International Flight Academy, Inc.

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

Description of Relief Sought/

Disposition: To permit Pan Am and operators of Cessna Citation Model 550, S550, 552, or 560 airplanes to operate those airplanes without a pilot who is designated as second in command.

Grant, 05/29/2001, Exemption No. 7487A.

Docket No.: FAA-2001-8944 (previously Docket No. 29481).

Petitioner: Republic Helicopters, Inc.

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

Description of Relief Sought/

Disposition: To permit RHI to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 05/29/2001, Exemption No. 6912A.

Docket No.: FAA-2001-9522.

Petitioner: Eric Kindig dba EK Aviation.

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

Description of Relief Sought/

Disposition:

To permit EKA to conduct local sightseeing flights at the Sydney, Ohio, airport air fair on June 30, 2001, and at the Urbana, Ohio, airport air fair on July 4, 2001, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

Grant, 05/29/2001, Exemption No. 7532.

Docket No.: FAA-2001-9102 (previously Docket No. 29419).

Petitioner: General Electric Engine Services, Inc., Aviation Component Services Center.

Section of 14 CFR Affected: 14 CFR 43.9(a)(4), 43.11(a)(3), appendix B to part 43, and 145.57(a).

Description of Relief Sought/

Disposition: To permit ACSC to use computer-generated electronic signatures to satisfy approval for return-to-service signature requirements.

Grant, 05/29/2001, Exemption No. 6926A.

Docket No.: FAA-2001-9099.

Petitioner: Palmyra Flying Club.

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

Description of Relief Sought/

Disposition: To permit PFC to conduct local sightseeing flights at Palmyra Airport for the Fly-In Breakfast during June 2001, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

Grant, 05/29/2001, Exemption No. 7534.

Docket No.: Faa-2001-9436.

Petitioner: First Wing Management, LLC.

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

Description of Relief Sought/

Disposition: To permit First Wing to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 05/29/2001, Exemption No. 7533.

Docket No.: FAA-2001-9283.

Petitioner: Atlantic Coast Airlines.

Section of 14 CFR Affected: 14 CFR 121.411, 121.413, 121.434, 121.440, and 121.441.

Description of Relief Sought/

Disposition: To permit ACA ground training (initial and recurrent), flight training (initial and recurrent), pilot checks (including line checks), and operating experience for the 328jet acquired or accomplished by each pilot or each check airman at ACjet to count for that individual and for ACA as if the individual accomplished the regulatory requirement at ACA.

Grant, 05/29/2001, Exemption No. 7539.

Docket No.: FAA-2001-8752 (previously Docket No. 28094).

Petitioner: American Trans Air.

Section of 14 CFR Affected: 14 CFR 121.433(c)(1)(iii), 121.441(a)(1) and (b)(1) and appendix F to part 121.

Description of Relief Sought/

Disposition: To permit AMTA to combine recurrent flight and ground training and proficiency checks for AMTA's flight crew members in a single annual training and proficiency evaluation program.

Grant, 05/29/2001, Exemption No. 6090C.

Docket No.: FAA-2001-9690 (previously Docket No. 28830).

Petitioner: Empresa Brasileira de Aeronautica S.A.

Section of 14 CFR Affected: 14 CFR 145.47(b).

Description of Relief Sought/

Disposition: To permit EMBRAER to use the calibration standards of Instituto Nacional de Metrologia, Normalização e Qualidade Industrial in lieu of the calibration standards of the U.S.

National Institute of Standards and Technology to test its inspection and test equipment.

Grant, 05/29/2001, Exemption No. 6616B.

[FR Doc. 01-14911 Filed 6-12-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

International Conference on Fire and Cabin Safety Research

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public conference.

SUMMARY: This notice announces the International Conference on Fire and Cabin Safety Research, which is being held by the Federal Aviation Administration and is similar to conferences held in 1995 and 1998 to discuss the current state of cabin and fire safety research. The Joint Aviation Authorities of Europe, Transport Canada Civil Aviation, the Civil Aviation Bureau of Japan, and the Civil Aviation Safety Authority of Australia are jointly sponsoring the Cabin Safety Research Program and the conference.

DATES: The conference is scheduled for Monday through Thursday, October 22-25, 2001. The conference registration desk will be open from 6 p.m. until 8 p.m., October 21, and from 9 a.m. to 5 p.m., October 22. The conference will begin at 1:30 p.m., October 22.

Registration: Persons planning to attend the conference are encouraged to pre-register by contacting the person identified later in this notice as the contact for further information. The deadline for pre-registration is September 21, 2001. Attendance is open to the interested public, but will be limited to the space available. There is a \$240 fee to attend the conference, which will include lunch and refreshments each day, as well as one dinner. Payment can be in the form of checks, VISA, or MasterCard.

ADDRESSES: The conference will be held at the Trump Taj Mahal Casino-Resort, 1000 Boardwalk at Virginia Ave., Atlantic City New Jersey, telephone 1-800-825-8888 (outside the United States: 609-449-1000).

FOR FURTHER INFORMATION CONTACT:

April Horner, Galaxy Scientific Corporation, c/o FAA Technical Center, Fire Safety Branch, AAR-422, Bldg. 287, Atlantic City International Airport, New Jersey 08405; telephone 609-485-4471, fax 609-646-5229, or on the Internet at: April.CTR.Horner@tc.faa.gov.

SUPPLEMENTARY INFORMATION: Notice is given of a public conference to be held October 22-25, 2001, at the Trump Taj Mahal Casino-Resort, 1000 Boardwalk at Virginia Ave., Atlantic City New Jersey. This conference is a follow-up to similar conferences held in 1995 and 1998, and is intended to summarize the current state of cabin and fire safety research, as well as explore the directions of future research.

In order to more systematically address the subject of cabin safety research, the FAA, in conjunction with the Joint Aviation Authorities (JAA) of Europe and Transport Canada Civil Aviation (TCCA), developed a Cabin Safety Research Program (CSRP) plan. The CSRP describes a procedure whereby the various aviation authorities can identify, and assess the potential benefit of, research in different areas and later determine the appropriateness of specific cabin safety research. This plan was introduced at the 1995 conference, and the authorities have been working under its provisions since then.

While research has been very productive and has resulted in improved safety standards, it has been largely carried out in piecemeal fashion, outside of a systematic framework. There was no formal vehicle to integrate all cabin safety research so that the benefits are maximized, and the available funds are spent efficiently. The FAA has developed such a vehicle to improve both the efficiency and quality of future cabin safety research. Because research will often result in new guidance or regulation, and because the aviation industry is largely an international entity, this potential regulatory impact must be harmonized between regulatory authorities. Therefore, the development of the revised CSRP was coordinated with the JAA, TCCA, the Civil Aviation Bureau of Japan (JCAB), and the Civil Aviation Safety Authority of Australia (CASA).

Based on the success of both previous conferences, the FAA has determined that a follow-up is appropriate and timely, and that issues relating to fire safety in general (that is, fire safety not limited to the cabin) should be included. This conference will afford the interested public an opportunity to comment on the research programs currently underway, as well suggest the course of future research.

Additional information regarding the conference can be found on the World Wide Web, at: <http://www.fire.tc.faa.gov>.

Conference Agenda

Monday, October 22, 2001

Conference Opening Sessions: 1:30 PM-5:00 PM

Presentations of general interest and program goals

Tuesday, October 23, 2001

AM

Evacuation I—Fire—General Issues

PM

Evacuation II—Fire—Thermal Acoustic Insulation (including burnthrough); Fire—Detection

Wednesday, October 24, 2001

AM

Evacuation III—Crash Dynamics I—Fire—fuel Tank Inerting; Fire—Advanced Materials Flammability

PM

Evacuation IV—Operational Issues I—Crash Dynamics II—Fire—Fuel Tank Protection; Fire—Advanced Materials Flammability

Thursday, October 24, 2001

AM

Crash Dynamics III—Fire—Materials in Inaccessible Areas; Fire—Fire Suppression; Operational Issues II

PM

Operational Issues III—Fire—Material & Component Flammability; Fire—Fire Protection; Crash Dynamics IV

Note: This agenda involves simultaneous presentation of different topic areas. However, to the extent possible, subjects that might have broader applicability have been scheduled so as not to overlap.

Conference Procedures

Hotel room reservations should be made in advance. A block of rooms has been reserved at the Trump Casino-Resort at a special conference rate. Persons wishing to attend the conference are encouraged to make room reservations by September 21, 2001, by contacting the hotel direct at 1-800-825-8888 (outside the United States: 609-449-1000). Use the reservation code "AFAA01" to receive the special rate.

Persons outside the United States who have questions of a technical nature, or would like to find out more regarding the local Airworthiness Authority's involvement, may contact:

In Canada:

Mr. Claude Lewis, Transport Canada Civil Aviation, Aircraft Certification Branch—AARDH, Ottawa, Ontario, Canada K1A 0N8, telephone: 613-990-5906, fax: 613-996-9178; e-mail: lewis@tc.gc.ca.