

*Petitioner:* Mr. David J. Flock.  
*Section of 14 CFR Affected:* 14 CFR parts 43.3, 43.7, and 43.9.

*Description of Relief Sought:* To permit the petitioner to install and remove Union Aviation Incorporated hand controls on Cessna model 172, 177, and 182 aircraft without holding an FAA-approved mechanic's certificate. The exemption would also allow the petitioner to approve the aircraft for return to service after such an alteration without making logbook entries regarding the alterations.

[FR Doc. 03-7669 Filed 3-28-03; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2003-15]

#### Petitions for Exemption; Summary of Petitions Received

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

**ACTION:** Notice of petition for exemption received.

**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 a certain petition 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 April 21, 2003.

**ADDRESSES:** Send comments on the 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-2002-14013 at the beginning of your comments. If you wish to receive confirmation that the 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 a.m. and 5 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:

Madeleine Kolb (425-227-1134), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Ave SW., Renton, WA 98055-4056; 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 March 26, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

#### Petitions for Exemption

*Docket No.:* FAA-2002-14013.

*Petitioner:* Embraer.

*Section of 14 CFR Affected:* 14 CFR 25.841(a)(2)(ii).

*Description of Relief Sought:*

Exemption of EMBRAER ERJ-170 airplanes from 14 CFR 25.841(a)(2)(ii) affected by cabin altitude exceeding 40,000 feet following a rare event of an uncontained engine rotor burst hitting the pressurized cabin.

[FR Doc. 03-7670 Filed 3-28-03; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2003-16]

#### Petitions for Exemption; Summary of Petitions Received

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

**ACTION:** Notice of petition for exemption received.

**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 a certain petition seeking relief from specified requirements of 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 for 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 [insert date 20 days after date of publication].

**ADDRESSES:** Send comments on the 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-2002-14148 at the beginning of your comments. If you wish to receive confirmation that the FAA received your comment, 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 a.m. and 5 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:

Madeleine Kolb (425-227-1134), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Ave SW., Renton, WA 98055-4056; 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 March 26, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

#### Petitions for Exemption

*Docket No.:* FAA-2002-14148.

*Petitioner:* Embraer.

*Section of 14 CFR Affected:* 14 CFR 25.901(c).

*Description of Relief Sought:* Exemption for EMBRAER ERJ-170 series airplanes from 14 CFR 25.901(c), with regard to certain extremely remote powerplant control system failures that could affect only a very limited area of the flight envelope.

[FR Doc. 03-7671 Filed 3-28-03; 8:45 am]

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