

the limits of liability and a streamlined tacit amendment procedure, and several key decisions were made regarding limits for passenger claims. The protocol to the '76 LLMC will also be the subject of the Spring 1996 diplomatic conference, on an equal priority with the HNS Convention. Therefore, the 72nd session was also the last session of the Legal Committee to discuss substantive revisions to the '76 LLMC. Although the United States has not ratified the '76 LLMC, interests within the United States—such as owners of foreign flag vessels and passengers on foreign flag vessels—may be affected by changes to the Convention. The views of the public are requested.

At the 73rd Session of the Legal Committee, preliminary negotiations will take place regarding an international convention on offshore mobile craft and an international convention on wreck removal. The eighth session of the Joint Intergovernmental Group of Experts on Maritime Liens and Mortgages will meet October 9–10, the first two days of the 73rd Session of the Legal Committee, to finalize a draft international convention on the arrest of ships.

Members of the public are invited to attend the SHC meeting, up to the seating capacity of the room. For further information or to submit views concerning the subjects of discussion, contact either Captain David J. Kantor or Lieutenant Commander Steve D. Poulin, U.S. Coast Guard (G-LMI), 2100 Second Street SW., Washington, DC 20593, telephone (202) 267-1527, telefax (202) 267-4496.

Dated: April 19, 1995.

**Charles A. Mast,**

*Chairman, Shipping Coordinating Committee.*  
[FR Doc. 95-10340 Filed 4-26-95; 8:45 am]

BILLING CODE 4710-07-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-95-19]

#### 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 May 17, 1995.

**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: [nprmcmts@mail.hq.faa.gov](mailto:nprmcmts@mail.hq.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:** Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

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 April 21, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

Docket No.: 124CE  
Petitioner: Air Tractor, Inc.  
Sections of the FAR Affected: 14 CFR 23.562(d)

Description of Relief Sought: To permit certification of the AT-602, which will have a stall speed (V<sub>so</sub>) greater than the 61-knot requirement.

Docket No.: 27824  
Petitioner: Aaron C. Bornstein, M.D.  
Sections of the FAR Affected: 14 CFR 61.113(a)(2) and/or 61.131(a)(2)  
Description of Relief Sought: To permit Dr. Bornstein to take the written and

practical tests to add a private rotorcraft category rating to his commercial pilot certificate without having logged the required solo flight time, or to add a commercial pilot rotorcraft rating to his certificate without the required pilot-in-command flight time.

Docket No.: 28068

Petitioner: Bombardier, Inc.

Sections of the FAR Affected: 14 CFR 91.211(b)(1)(ii)

Description of Relief Sought: To permit operation of Canadier Global Express aircraft at altitudes above 41,000 feet mean sea level without requiring that at least one pilot at the controls of the airplane wear an oxygen mask.

Docket No.: 28080

Petitioner: Mr. Joseph J. Hass

Sections of the FAR Affected: 14 CFR 121.383(c)

Description of Relief Sought: To permit Mr. Hass to act as a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28082

Petitioner: Mr. William H. Poarch

Sections of the FAR Affected: 14 CFR 121.383(c)

Description of Relief Sought: To permit Mr. Poarch to act as a pilot in operations conducted under part 121 of the FAR after reaching his 60th birthday.

Docket No.: 28088

Petitioner: Mark Air, Inc.

Sections of the FAR Affected: 14 CFR 121.481 and 121.483

Description of Relief Sought: To allow Mark Air, Inc., to conduct all of its operations under the flight time limitations and rest requirements for domestic air carriers instead of the flight time limitations and rest requirements for a combination of flag and domestic air carriers.

Docket No.: 28169

Petitioner: Aviation Technologies, Inc.  
Sections of the FAR Affected: 14 CFR 141.35(b)(3) and (d)(3)

Description of Relief Sought: To permit Aviation Technologies, Inc., to designate Mr. Richard A. Fischer to serve as chief flight instructor without meeting certain experience requirements for such a designation.

#### Disposition of Petitions

Docket No.: 24187

Petitioner: Florida Department of Law Enforcement

Sections of the FAR Affected: 14 CFR 91.159(a) and 91.209(a) Description of Relief Sought/Disposition: To extend Exemption No. 3596, as amended, which allows the Florida Department of Law Enforcement relief from the

pertinent provisions of part 91 of the FAR in order to conduct drug law enforcement air support.  
*Grant, March 30, 1995, Exemption No. 3596E*

Docket No.: 26599  
Petitioner: Regional Airline Association  
Sections of the FAR Affected: 14 CFR 91.203

Description of Relief Sought/  
Disposition: To extend Exemption No. 5515, as amended, which permits temporary operation of Regional Airline Association's U.S.-registered aircraft in domestic airline operations without the certificate of airworthiness or registration, or both, on board the aircraft.

*Grant, April 7, 1995, Exemption No. 5515B*

Docket No.: 27142  
Petitioner: Horizon Helicopters  
Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/  
Disposition: To extend Exemption No. 5714, which permits Horizon Helicopters to operate certain aircraft, under the provisions of part 135 of the FAR, without a TSO-C112 (Mode S) transponder.

*Grant, April 7, 1995, Exemption No. 5714A*

Docket No.: 27220  
Petitioner: Mountain Rotors, Inc.  
Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/  
Disposition: To extend Exemption No. 5724, which permits Mountain Rotors, Inc., to operate certain aircraft, under the provisions of part 135 of the FAR, without a TSO-C112 (Mode S) transponder.

*Grant, April 7, 1995, Exemption No. 5724A*

Docket No.: 27418  
Petitioner: National Business Aircraft Association, Inc.  
Sections of the FAR Affected: 14 CFR 135.299

Description of Relief Sought/  
Disposition: To permit pilots in command (PIC), employed by National Business Aircraft Association, Inc., members, to complete PIC route and airport checks in flight simulator rather than in an aircraft.

*Denial, April 4, 1995, Exemption No. 6054*

Docket No.: 27909  
Petitioner: Professional Airline Training, Inc.  
Sections of the FAR Affected: 14 CFR 121.411(a)(2) and (3) and (b)(2); 121.413(b) and (c); and appendix H of part 121

Description of Relief Sought/  
Disposition: To permit Professional Airline Training, Inc. (PAT), without holding an air carrier operating certificate, to train the certificate holder's pilots in initial, upgrade, and recurrent training. The training would be conducted in approved simulators without PAT's instructor pilots meeting all applicable training requirements of subpart N and the employment requirements of appendix H of part 121.

*Grant, April 4, 1995, Exemption No. 6050*

Docket No.: 27945  
Petitioner: United Airlines  
Sections of the FAR Affected: 14 CFR 121.133(c)

Description of Relief Sought/  
Disposition: To allow United Airlines to utilize electronic digital imaging and storage technology to prepare certain maintenance manual information and instructions for aircraft operated by United Airlines, in lieu of printed page form or microfilm.

*Grant, March 24, 1995, Exemption No. 6042*

Docket No.: 27990  
Petitioner: Eastern Air Charter, Inc.  
Sections of the FAR Affected: 14 CFR 91.511(a) and 135.165(b)(5), (6), and (7)

Description of Relief Sought/  
Disposition: To permit Eastern Air Charter, Inc., to operate its Cessna Citation CE-550 in extended overwater operations with only one operative long-range navigational system (LRNS) and one operative high frequency communication system (HF).

*Grant, March 31, 1995, Exemption No. 6053*

Docket No.: 28039  
Petitioner: Grand Air Express, Inc.  
Sections of the FAR Affected: 14 CFR 91.511(a)(2) and 135.165(a)(1) and (6) and (b)(6) and (7)

Description of Relief Sought/  
Disposition: To permit Grand Air Express, Inc., to operate its turbojet airplanes equipped with on high frequency communication system (HF) and one long-range navigation system (LRNS).

*Grant, March 31, 1995, Exemption No. 6051*

Docket No.: 28044  
Petitioner: CIN-Air, L.P.  
Sections of the FAR Affected: 14 CFR 91.511(a) and 135.165(b)(5), (6), and (7)

Description of Relief Sought/  
Disposition: To permit CIN to operate its Cessna Citation 500/550/560

aircraft in extended overwater operations with only one operative long-range navigational system (LRNS) and one operative high-frequency communication system (HF).

*Grant, April 6, 1995, Exemption No. 6055*

Docket No.: 28049  
Petitioner: Merlin Express  
Sections of the FAR Affected: 14 CFR 135.165(b)(6) and (7)

Description of Relief Sought/  
Disposition: To permit Merlin Express to operate turbojet aircraft equipped with one high frequency communication system (HF) in extended overwater operations.

*Grant, March 31, 1995, Exemption No. 6052*

Docket No.: 28117  
Petitioner: Executive Airlines  
Sections of the FAR Affected: 14 CFR 135.165(b)(6) and (7)

Description of Relief Sought/  
Disposition: To permit Executive Airlines to operate turbojet aircraft equipped with one high-frequency (HF) communication system in extended overwater operations.

*Grant, April 4, 1995, Exemption No. 6049*

[FR Doc. 95-10387 Filed 4-26-95; 8:45 am]  
BILLING CODE 4910-13-M

---

**Notice of Intent to Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Ford Airport, Iron Mountain, MI**

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

**ACTION:** Notice of Intent to Rule on Application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Ford Airport, Iron Mountain, Michigan, under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before May 30, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must