

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a 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 the petitions or their final disposition.

DATES: Comments on these petitions must identify the petition docket number involved and must be received on or before June 13, 2011.

ADDRESSES: You may send comments identified by Docket Number FAA-2011-0370 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.

- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Tyneka L. Thomas, 202-267-7626, or Keira Jones, 202-267-4025, Office of

Rulemaking, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on May 18, 2011.

Dennis Pratte,

Acting Director, Office of Rulemaking.

Petition For Exemption

Docket No.: FAA-2011-0370.

Petitioner: Chrysler Aviation, Inc.

Section of 14 CFR Affected:

§ 135.267(c).

Description of Relief Sought: Chrysler Aviation, Inc. (Chrysler Aviation), requests an exemption from § 135.267(c) to allow Chrysler to extend the duty limit from 14 hours to 16 hours in the event of a bona fide medical emergency.

[FR Doc. 2011-12745 Filed 5-23-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation Safety Approval Performance Criteria

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notification of criteria used to evaluate the Zero Gravity Corporation (Zero Gravity) safety approval application.

SUMMARY: The FAA issued Zero Gravity a safety approval, subject to the provisions of Title 51 U.S.C Subtitle V, ch. 509, and the orders, rules and regulations issued under it. Pursuant to 14 CFR 414.35, this Notice publishes the criteria that were used to evaluate the safety approval application.

Background: Zero Gravity applied for, and received, a safety approval for its capability to provide a reduced gravity environment using a Boeing 727 aircraft. The performance criteria for this safety approval are applicant developed per 14 CFR 414.19 (a)(4). Zero Gravity is capable of replicating three reduced gravity levels associated with suborbital space flight. *The reduced gravity levels are:*

—0.00 g ± 0.05 g for 17 continuous seconds.

—0.16 g ± 0.05 g for 20 continuous seconds.

—0.38 g ± 0.05 g for 20 continuous seconds.

Criteria Used To Evaluate Safety Approval Application: The reduced gravity environment provided by Zero Gravity was evaluated by the FAA as a

component of a flight crew qualification and training process. The evaluation included the FAA's assessment of Zero Gravity's ability to accurately replicate the specified reduced gravity levels.

Zero-G submitted the following data to show how they were in compliance with the criteria:

- Parabolic Aircraft Acceleration Measurement System (PAAMS) power and calibration procedures,
- Parabolic Aircraft Acceleration Flight Data, and
- Gravity Level Reports.

FOR FURTHER INFORMATION CONTACT: For questions about the performance criteria, you may contact Randy Maday, Licensing and Evaluation Division (AST-200), FAA Office of Commercial Space Transportation (AST), 800 Independence Avenue, SW., Room 331, Washington, DC 20591, telephone (202) 267-8652; e-mail randal.maday@faa.gov.

Issued in Washington, DC, on May 17, 2011.

George C. Nield,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 2011-12732 Filed 5-23-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-28043]

Hours of Service (HOS) of Drivers; Application of American Pyrotechnics Association (APA) for Exemption From the 14-Hour Rule During Independence Day Celebrations

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of application for exemption; request for comments.

SUMMARY: The American Pyrotechnics Association (APA) has applied for a limited exemption from FMCSA's regulation that drivers of commercial motor vehicles (CMVs) may not drive after the 14th hour after coming on duty. The exemption would apply solely to the operation of CMVs by 9 designated APA-member motor carriers in conjunction with staging fireworks shows celebrating Independence Day during the periods June 28—July 8, 2011, and June 28—July 8, 2012, inclusive. During these two periods, the approximately 375 CMVs and drivers employed by these 9 APA-member motor carriers would be allowed to exclude off-duty and sleeper-berth time