

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 Ave., SW., Washington, D.C. 20591; telephone (202) 267-3132. Comments may also be sent electronically to the following internet address:

nprmcmts@mail.hq.faa.gov.

**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 (b) and (f) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C. on July 13, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

**Petitions for Rulemaking**

*Docket No.:* 28059

*Petitioner:* Ms. Diane R. Groswald

*Sections of the FAR Affected:* 14 CFR parts 121 and 135

*Description of Rulechange Sought:* To ban the carriage of cats and other animals in the cabin section of aircraft operated under parts 121 and 135.

*Petitioner's Reason for the Request:* The petitioner feels that, because many passengers may have allergies, exposure to certain animals carried in the cabin section may exacerbate their condition.

*Docket No.:* 28146

*Petitioner:* DoD Policy Board on Federal Aviations

*Sections of the FAR Affected:* 14 CFR part 99

*Description of Rulechange Sought:* To extend the inner Air Defense Identification Zone (ADIZ) to 12 nautical miles from the current 3 nautical miles, as well as the following:

1. To require activation of a flight plan;
2. To require a continuous listening watch on the aircraft radio;
3. To disallow previous exemptions for nontransponder-equipped aircraft from radar beacon and Mode C requirements, except on an individual real-time basis;
4. To specify the minimum information required on a Defense Visual Flight Rules (DVFR) flight plan;
5. To require reporting of destination airport of first intended landing and estimated time of arrival;
6. To provide a specific transponder code for use if a pilot were unable to

establish communications with Air Traffic Control prior to ADIZ penetration; and

7. To allow deviation for weather.

*Petitioner's Reason for the Request:* The petitioner feels that this change would resolve identification problems and streamline the identification problem, as well as extend the inner ADIZ in accordance with Presidential Proclamation No. 5928, which requires compliance with the applicable provisions of the 1982 United Nations Convention on the Law of the Sea.

*Docket No.:* 28195

*Petitioner:* Kalitta Flying Service, Inc.

*Sections of the FAR Affected:* 14 CFR 11.1(b)

*Description of Rulechange:* To require that the rulemaking procedures of part 11 be applied to changes in the general wording of Air Carrier Operations Specifications.

*Petitioner's Reason for the Request:* The petitioner feels that since SFAR 38-2 makes FAA-generated Operations Specifications (Op Specs) a regulatory document, the wording of these Op Specs should be required to go through the entire rulemaking process specified in part 11.

**Disposition of Petitions**

*Docket No.:* 26803

*Petitioner:* Richard C. Bartel

*Sections of the FAR Affected:* 14 CFR 91.159

*Description of Rulechange Sought:* To add a compatible hemispherical rule for visual flight rules (VFR) operations at and below 3,000 feet above ground level (AGL).

*Petitioner's Reason for the Request:* The petitioner feels that the proposal makes no change to the traditional hemispherical rule between 3,000 AGL and 18,000 MSL where almost all VFR operations occur, and would address various safety issues involved in operations below 3,000 AGL.

*Denial;* May 9, 1995.

*Docket No.:* 27005

*Petitioner:* John A. Cohan

*Sections of the FAR Affected:* 14 CFR 91.145 (proposed)

*Description of Rulechange Sought:* To provide for the establishment of temporary flight restrictions (TFR) through a Notice to Airmen (NOTAM) over noise-sensitive areas at the request of a bona fide homeowner's association environmental protection group, or other community organization.

*Petitioner's Reason for the Request:* The petitioner feels that the proposed new section will counter the large volume

of complaints received by the FAA concerning aircraft being operated near areas or communities that are noise-sensitive, particularly where alternate visual flight routes are available. *Denial;* April 28, 1995.

*Docket No.:* 27090

*Petitioner:* Terry A. Batemen

*Sections of the FAR Affected:* 14 CFR 43.11

*Description of Rulechange Sought:* To require holders of an Inspection Authorization (IA) to submit an abbreviated annual inspection report to the Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma 73125, when they approve an aircraft for return to service following completion of the annual inspection.

*Petitioner's Reason for the Request:* The petitioner feels that this rulechange is necessary to provide FAA Aviation Safety Inspectors and the aviation public with a current, easily accessed database on the inspection status of all U.S.-registered aircraft that fall within the annual inspection requirements of § 91.409. *Denial;* May 1, 1995.

*Docket No.:* 27736

*Petitioner:* City of Santa Monica

*Sections of the FAR Affected:* 14 CFR 91.119(d)

*Description of Rulechange Sought:* To establish minimum operating altitude and obstacle clearance requirements for helicopters equivalent to those currently required for all aircraft, except when operated over a congested area. Helicopters operated over a congested area would be required to maintain an altitude of 500 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

*Petitioner's Reason for the Request:* The petitioner feels that this change will increase the safety of helicopter operations by raising the altitude that helicopters fly; provide the FAA greater authority to enforce minimum safe altitude regulations similar to the provisions for all other aircraft; not unduly burden helicopter operators with increased costs or lost efficiency; and minimize the intrusion of helicopters in the community and mitigate noise for persons on the ground. *Denial;* May 4, 1995.

[FR Doc. 95-17585 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M