

Petitioner: Frontline Aviation, Inc.
Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/
Disposition: To permit Frontline to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, February 25, 2003, Exemption No. 7987.*

Docket No.: FAA-2003-14279.
Petitioner: South Aero, Inc.
Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/
Disposition: To permit South Aero to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, February 25, 2003, Exemption No. 7985.*

Docket No.: FAA-2001-9228.
Petitioner: Bridger Aviation Services, Inc. (Bridger).

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

Description of Relief Sought/
Disposition: To permit Bridger to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, February 25, 2003, Exemption No. 7519A.*

Docket No.: FAA-2003-14300.
Petitioner: Aircraft Owners and Pilots Association (AOPA).

Section of 14 CFR Affected: 14 CFR 61.3(c) and 61.23(a)(3)(ii) and (iii).

Description of Relief Sought/
Disposition: To permit each AOPA member to conduct recreational pilot flight activities using a current and valid U.S. driver's license instead of an FAA-issued medical certificate. *Denial, March 3, 2003, Exemption No. 7998.*

Docket No.: FAA-2002-13467.
Petitioner: Experimental Aircraft Association, Inc. (EAA).

Section of 14 CFR Affected: 14 CFR 61.23.

Description of Relief Sought/
Disposition: To permit each EAA member to conduct recreational pilot flight activities using a current and valid U.S. driver's license instead of an FAA-issued medical certificate. *Denial, March 3, 2003, Exemption No. 7997.*

Docket No.: FAA-2003-14354.
Petitioner: Joel A. Schneider, MD.
Section of 14 CFR Affected: 14 CFR 91.9 and 91.531.

Description of Relief Sought/
Disposition: To permit certain qualified pilots of Dassault Mystere-Falcon 10 aircraft (Falcon 10) (serial Nos. 001 through 226) to operate those aircraft without a pilot who is designated as second in command. *Denial, February 25, 2003, Exemption No. 7994.*

Docket No.: FAA-2003-14220.
Petitioner: Gerald S. Ross.
Section of 14 CFR Affected: 14 CFR 121.383(c).

Description of Relief Sought/
Disposition: To permit Gerald S. Ross to act as a pilot in operations conducted under part 121 after reaching his 60th birthday. *Grant/February 27, 2003, Exemption No. 7992.*

Docket No.: FAA-2000-8454.
Petitioner: United Air Lines, Inc. (United).

Section of 14 CFR Affected: 14 CFR 121.434(c)(1)(ii).

Description of Relief Sought/
Disposition: To permit United to substitute a qualified and authorized check airman in place of an FAA inspector to observe a qualifying pilot-in-command (PIC) while that PIC is performing prescribed duties during at least one flight leg that includes a takeoff and a landing when completing initial or upgrade training as specified in § 121.424. *Grant, February 28, 2003, Exemption No. 6570E.*

Docket No.: FAA-2003-14249.
Petitioner: Dan E. Chauvet.

Section of 14 CFR Affected: 14 CFR 91.109(a) and (b)(3).

Description of Relief Sought/
Disposition: To permit Dan E. Chauvet to conduct certain flight instruction and simulated instrument flights to meet recent experience requirements in Beechcraft Baron, Bonanza, Debonair, and Travel Air aircraft equipped with a functioning throwover control wheel instead of functioning dual controls. *Grant, February 28, 2003, Exemption No. 7990.*

Docket No.: FAA-2003-14252.
Petitioner: Jack Oliphant.
Section of 14 CFR Affected: 14 CFR 91.109(a).

Description of Relief Sought/
Disposition: To permit Jack Oliphant to conduct certain flight instruction in Beechcraft Bonanza aircraft equipped with a functioning throwover control wheel instead of functioning dual controls. *Grant, February 28, 2003, Exemption No. 7991.*

Docket No.: FAA-2002-13347.
Petitioner: Executive Jet Management, dba (EJM).

Section of 14 CFR Affected: 14 CFR 135.145(a).

Description of Relief Sought/
Disposition: To permit EJM to place turbojet airplanes in service under part 135 without conducting proving tests. *Denial, March 10, 2003, Exemption No. 7999.*

Docket No.: FAA-2001-9227.
Petitioner: Colgan Air Services (Colgan).

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

Description of Relief Sought/
Disposition: To permit Colgan to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, March 11, 2003, Exemption No. 7515A.*

Docket No.: FAA-2001-9229.
Petitioner: Trail Ridge Air, Inc. (TRA).
Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/
Disposition: To permit TRA to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, March 11, 2003, Exemption No. 7514A.*

Docket No.: FAA-2003-14605.
Petitioner: Planemasters, Ltd.
Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/
Disposition: To permit Planemasters to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, March 11, 2003, Exemption No. 7976.*

Docket No.: FAA-2001-9364.
Petitioner: Jacqueline A. Julio.
Section of 14 CFR Affected: 14 CFR 121.311(b).

Description of Relief Sought/
Disposition: To permit Ms. Jacqueline A. Julio to be secured by a personal safety belt and held on her caregiver's lap while aboard an aircraft although she has reached her second birthday. *Grant, March 11, 2003, Exemption No. 5195F.*

Docket No.: FAA-2003-14641.
Petitioner: Aris, Inc.
Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/
Disposition: To permit Aris to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, March 11, 2003, Exemption No. 7962.*

Docket No.: FAA-2001-9096.
Petitioner: Air Transport Association of America, Inc.
Section of 14 CFR Affected: 14 CFR 121.485(b).

Description of Relief Sought/
Disposition: To permit ATA-member airlines and other similarly situated part 121 air carriers to conduct flights of less than 12 hours' duration with an airplane having a flightcrew of three or more pilots and an additional flight crewmember without requiring the rest period following that flight to be twice the hours flown since the last rest period at each flight crewmember's home base. *Grant, March 11, 2003, Exemption No. 4317I.*