

127173

Record of Conversation**Date:** April 17, 2001

FAA.01-9553-2

Name: Jill**Organization:** Alaska Air Carriers Association**Subject:** Exemption No. 7048**Digest:**

Peninsula Airways, Inc. (PenAir), requested an extension of Exemption No. 7048; however, that exemption is issued to the Alaska Air Carriers Association (AACCA). Spoke w/Jill at AACCA. They will request an extension of the exemption and inform PenAir of their intention.

Action to be taken/Conclusion:

FAA will fax Jill at AACCA a copy of the procedures for requesting an extension of exemption.

Fax: 907-277-0072**Phone:** 907-277-0071

Vanessa Wilkins
Transportation Industry Analyst
FAA, Office of Rulemaking

Attachment: Exemption No. 7048DEPT OF TRANSPORTATION
01 APR 25 AM 10:03

October 20, 1999

Exemption No. 7048
Regulatory Docket No. 25233

Ms. Kimberly S. Ross
Executive Director
Alaska Air Carriers Association
929 East 81st Street, Suite 108
Anchorage, AK 99518

Dear Ms. Ross:

By letter dated April 6, 1999, you petitioned the Federal Aviation Administration (FAA) on behalf of the Alaska Air Carriers Association (AACA) for an extension of Exemption No. 4802, as amended, from Sections 43.3(g), 121.709(b)(3), and 135.443(b)(3) of Title 14, Code of Federal Regulations (14 CFR). That exemption expired on March 31, 1999; therefore, your request is being processed as a new petition for exemption. This exemption, if granted, would permit certificated and appropriately trained pilots employed by an AACA-member airline to remove and reinstall passenger seats in aircraft type certificated for 10 to 19 passenger seats used by that AACA-member airline in operations conducted under part 121 or part 135 and permit those pilots to make required logbook entries.

The FAA previously issued grants of exemption from Sections 43.3(g), 121.709(b)(3), and 135.443(b)(3) to AACA. In Grant of Exemption No. 4802, as amended (copies enclosed), the FAA noted that the lack of available certificated mechanics and the remoteness of the areas served by AACA-member airlines presented a unique situation. The FAA recognized that air transportation was the primary means for movement of cargo, mail, and people, including ambulance services, in certain sections of the State of Alaska.

The FAA found that maximum use of the operational flexibility of the available aircraft required periodic conversion from the passenger to the passenger/cargo and also the all-cargo configuration. The FAA also found that allowing the pilots to perform the cabin conversion would expedite flight turnaround times and reduce delays at those times when a certificated mechanic was not available, thus providing a benefit to the public. Additionally, the FAA determined that a level of safety equivalent to that provided when certificated mechanics performed seat removal and reinstallation tasks would be maintained if proper procedures and instructions were developed and an adequate, approved program to train pilots in removing and replacing seats was developed.

AFS-99-275-E

Having reviewed your reasons for requesting an exemption, I find that they do not differ materially from those presented by AACA in its original grant of exemption and subsequent amendments. In addition, I have determined that the reasons stated by the FAA for granting AACA's original exemption and subsequent amendments also apply to the situation you present.

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. Sections 40113 and 44701, delegated to me by the Administrator (14 CFR Section 11.53), the Alaska Air Carriers Association is granted an exemption from 14 CFR Sections 43.3(g), 121.709(b)(3), and 135.443(b)(3) to the extent necessary to permit certificated and appropriately trained pilots employed by an AACA-member airline to remove and reinstall passenger seats in aircraft type certificated for 10 to 19 passenger seats used by that AACA-member airline in operations conducted under part 121 or part 135 and permit those pilots to make required logbook entries, subject to the following conditions and limitations:

1. The privileges of this exemption are applicable only to an AACA-member airline operating aircraft into remote areas where certificated mechanics are not available.
2. Each certificate holder that desires to operate under the provisions of this exemption must apply for and receive from its Flight Standards District Office having certificate responsibility for its operations an amendment to the certificate holder's operations specifications that states the certificate holder is authorized to exercise the privileges of this exemption.
3. Each certificate holder that desires to operate under the privileges of this exemption must apply for and receive from its Certificate Holding District Office an amendment to the certificate holder's operations specifications that requires the certificated maintenance personnel of the certificate holder to conduct spot checks to certify the procedures are being adhered to properly.
4. Before exercising the privileges of this exemption, an AACA-member airline must provide or establish written instructions acceptable to the FSDO having certificate responsibility for its operations for the removal and replacement of aircraft cabin seats.
5. Before exercising the privileges of this exemption, each AACA-member airline must demonstrate to the FSDO having certificate responsibility for its operations

that its pilots satisfactorily can perform the seat removal and reinstallation tasks on its aircraft.

6. Each AACA-member airline must include in its company manuals and aircraft logbooks, the instructions and procedures necessary for the removal and reinstallation of aircraft seats.
7. All pilots employed by an AACA-member airline must be trained by an airframe and powerplant mechanic and regularly tested under an approved training program on the removal and reinstallation of aircraft cabin seats.
8. The pilots exercising the privileges of this exemption must be trained in the removal and replacement of seats in their company's aircraft, must have the written instructions required by this exemption available, and must use those instructions when performing these tasks.
9. All aircraft affected by this exemption must have current weight and balance information for all approved passenger, passenger/cargo, and all-cargo configurations as listed in the type certificate data sheet, manufacturer's instructions, or pilot's operating handbook.
10. The AACA must provide the Flight Standards Division of the FAA Alaskan Regional Office in Anchorage, Alaska, with a current list of all active AACA-member airlines and must revise that list promptly whenever a member is added or deleted from the list.
11. All cabin conversions performed under the privileges of this exemption must conform to the aircraft type design or other forms of FAA-approved data, such as supplemental type certificates or airplane flight manuals.
12. When the aircraft manufacturer does not provide specific instructions on the procedures to be used to change an aircraft configuration, these procedures and instructions must be developed by the operator and approved by the operator's CHDO.
13. This exemption does not permit or authorize deviation from any of the required equipment or operating requirements of part 121 or part 135, such as, but not limited to, those contained in Sections 121.285, 121.287, 121.314, and 135.87.

This exemption terminates on October 31, 2001, unless sooner superseded or rescinded.

Sincerely,

/s/ L. Nicholas Lacey
Director, Flight Standards Service

Enclosures