

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Exemption No. 784
Regulatory Docket No. 8784

March 20, 1968

THE BOEING COMPANY
COMMERCIAL AIRPLANE DIVISION
RENTON, WASHINGTON

REFERENCE THE BOEING COMPANY TELEGRAM OF MARCH 18, 1968, PETITIONING FOR EXEMPTION FROM FEDERAL AVIATION ACT OF 1958 AND FEDERAL AVIATION REGULATIONS TO PERMIT PRODUCTION FLIGHT TESTING AND FERRY FOR EXPORT OF TWO BOEING MODEL 737-130 AIRPLANES OF GERMAN REGISTRATION. YOU STATE AIRPLANES SOLD TO LUFTHANSA PRIOR TO DELIVERY. EXEMPTION FROM AIRWORTHINESS CERTIFICATE REQUIREMENTS THEREFORE NECESSARY AS FOREIGN REGISTRATION PREVENTS AIRWORTHINESS CERTIFICATION.

I FIND THAT GRANT OF AN EXEMPTION WOULD BE IN THE PUBLIC INTEREST THEREFORE, PURSUANT TO THE AUTHORITY CONTAINED IN SECTIONS 313(A), 601(C) AND 610(B) OF THE FEDERAL AVIATION ACT OF 1958 THAT HAS BEEN DELEGATED TO ME BY THE ADMINISTRATOR (14 CFR 11.53), THE BOEING COMPANY IS HEREBY GRANTED AN EXEMPTION FROM SECTION 601(A)(1) OF THE FEDERAL AVIATION ACT OF 1958 AND SECTION 91.27(A)(1) OF THE FEDERAL AVIATION REGULATIONS TO THE EXTENT NECESSARY TO PERMIT FLIGHT TESTING OF TWO BOEING MODEL 737-130 AIRPLANES (GERMAN REGISTRATION MARKINGS DABEA AND DABEB: SERIAL NUMBERS 19013 AND 19014, RESPECTIVELY) AND LUFTHANSA DHL IS GRANTED AN EXEMPTION FROM THE SAME SECTIONS TO THE EXTENT NECESSARY TO PERMIT FERRY FLIGHT OF SAME AIRPLANES FROM SEATTLE, WASHINGTON TO OUTSIDE THE UNITED STATES, WITHOUT AIRWORTHINESS CERTIFICATES, SUBJECT TO THE FOLLOWING CONDITIONS AND LIMITATIONS: (1) A COPY OF THIS EXEMPTION SHALL BE DISPLAYED IN THE AIRCRAFT AT ALL TIMES: (2) THE IDENTIFICATION MARKINGS ASSIGNED TO THE AIRCRAFT BY THE WEST GERMAN LUFTFAHRT-BUNDESAMT SHALL BE DISPLAYED ON THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE WEST GERMAN REQUIREMENTS: (3) THE BOEING COMPANY ASSUMES RESPONSIBILITY FOR THE OPERATION AND MAINTENANCE OF THE AIRCRAFT DURING FLIGHT TEST OPERATIONS. LUFTHANSA ASSUMES RESPONSIBILITY FOR THE OPERATION AND MAINTENANCE OF THE AIRCRAFT DURING FERRY FLIGHT OPERATIONS: (4) ALL FLIGHTS SHALL BE CONDUCTED UNDER VISUAL FLIGHT RULES (VFR), DAY ONLY, UNLESS OTHERWISE AUTHORIZED: (5) PERSONS OR PROPERTY SHALL NOT BE CARRIED FOR COMPENSATION OR HIRE:

(6) OCCUPANCY OF THE AIRCRAFT DURING OPERATIONS IS RESTRICTED TO PERSONS WHO ARE ESSENTIAL TO THE OPERATION OR FLIGHT TEST AND U.S. GOVERNMENT REPRESENTATIVES WHO HAVE FULL KNOWLEDGE OF THE CURRENT AIRWORTHINESS STATUS OF THE AIRCRAFT (7) EXCEPT AS EXEMPTED HEREIN, ALL FLIGHTS SHALL BE CONDUCTED IN ACCORDANCE WITH APPLICABLE PROVISIONS OF PART 91 OF THE FEDERAL AVIATION REGULATIONS (GENERAL OPERATING AND FLIGHT RULES); IN PARTICULAR SECTION 91.93; (8) PRIOR TO CONDUCTING ANY FLIGHT TEST, THE LOCAL FAA INSPECTOR SHALL BE CONTACTED FOR ANY ADDITIONAL OPERATING RESTRICTIONS OR LIMITATIONS HE MAY FIND NECESSARY FOR THE PROTECTION OF PERSONS AND PROPERTY ON THE GROUND: (9) THE AIRCRAFT SHALL BE OPERATED ONLY BY AIRMEN HOLDING APPROPRIATE LICENSES OR CERTIFICATES ISSUED OR VALIDATED BY THE GOVERNMENTS OF WEST GERMANY OR THE UNITED STATES: (10) EXCEPT FOR FLIGHT TESTS CONDUCTED IN ACCORDANCE WITH THE TERMS OF THIS AUTHORIZATION, ADDITIONAL FLIGHTS WITHIN THE UNITED STATES SHALL BE LIMITED TO THOSE NECESSARY TO PROCEED FROM SEATTLE, WASHINGTON, TO OUTSIDE THE U.S. BY THE MOST DIRECT ROUTE EXCEPT FOR DEVIATIONS NECESSARY TO MAINTAIN VFR WEATHER CONDITIONS.

THIS EXEMPTION IS EFFECTIVE IMMEDIATELY AND REMAINS IN EFFECT UNTIL THE EARLIEST OF THE FOLLOWING DATES: (1) THE DATE BOTH AIRPLANES HAVE DEPARTED THE UNITED STATES; (2) THE DATE THIS EXEMPTION IS SUPERSEDED OR RESCINDED; (3) APRIL 30, 1968.

/s/ R. S. SLIFF
ACTING DIRECTOR
FLIGHT STANDARDS SERVICE