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FAA-02-14147-1

DEPT. OF TRANSPORTATION

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**HELICORP, Inc.****November 14, 2002****Mr. Anthony F. Fazio  
Director, Office of Rulemaking  
Federal Aviation Administration  
800 Independence Ave., S.W.  
Washington, D.C 20591****Dear Mr. Fazio:**

**Helicorp, Inc. is requesting a renewal of the attached Exemption No. 7251 per Regulatory Docket No. 29987 which exempted Helicorp, Inc. from F.A.R 135.143 (c)(2) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to permit Helicorp, Inc. to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on the aircraft.**

**We are requesting a renewal of the exemption because to our knowledge the main airport in Puerto Rico still does not have operational the ground sensors necessary for Mode S transponders.**

**We will greatly appreciate your prompt response.**



**Angel L. Soto  
Director of Maintenance  
Helicorp, Inc.  
Part 135 Certificate # HREA799E**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

800 Independence Ave., S.W.  
Washington, D.C. 20591

**JUN 22 2000**

Exemption No. 7251  
Regulatory Docket No. 29987

Mr. Angel L. Soto  
Director of Maintenance  
Helicorp, Inc.  
Las Piedras  
San Juan, Puerto Rico 00771-2025

Dear Mr. Soto:

By letter dated March 30, 2000, you petitioned the Federal Aviation Administration (FAA) on behalf of Helicorp, Inc. (Helicorp) for an exemption from § 135.143(c)(2) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to permit Helicorp to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

The FAA issued a grant of exemption in circumstances similar in all material respects to those presented in your petition. In Grant of Exemption No. 6120 (copy enclosed), the FAA found that the ground sensors necessary for Mode S transponders, as envisioned by the FAA, have not become operational. The FAA noted that without functioning ground sensors, a Mode S transponder offers no reduction in air traffic control separation criteria or increase in traffic flow over that provided by a Mode C transponder. The FAA determined that no safety advantage is gained by requiring Mode S transponders to be used in aircraft operating under part 135 without the necessary ground sensors. In addition, it would not be in the public interest to compel persons such as the petitioner, who are uniquely burdened by the rule, to purchase and install Mode S transponders.

Having reviewed your reasons for requesting an exemption, I find that they do not differ materially from those presented by the petitioner in the enclosed grant of exemption. In addition, I have determined that the reasons stated by the FAA for granting the enclosed exemption also apply to the situation you present.

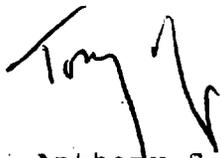
In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator

AFS-00-479-E

(14 CFR § 11.53), Helicorp, Inc., is granted an exemption from 14 CFR § 135.143(c)(2) to the extent necessary to operate certain aircraft, subject to the following conditions and limitations:

1. Any aircraft listed on Helicorp's part 135 operations specifications at the date of issuance of this exemption may be operated when equipped with any TSO-C74b transponder or TSO-C74c transponder.
2. Any other aircraft for which installation of a transponder is needed may be operated when equipped with any TSO-C74b transponder or TSO-C74c transponder, provided notice is given to Helicorp's principal operations inspector.

This exemption terminates on June 22, 2002, unless sooner superseded or rescinded.



Anthony F. Fazio  
Director, Office of Rulemaking

Enclosure