

America's 13th busiest airport for passengers and ranks 14th for total aircraft operations. Growth is projected to occur even as other air facilities in the region relieve some of the anticipated increase.

The EIS will evaluate a range of actions, including a new commuter unidirectional Runway 14/32; a new Centerfield Taxiway; several runway extension/realignment options; changes to arrival and departure procedures; upgrading of the Runway 33L Instrument Landings System (ILS) to Category III; modifications to aircraft instrument operations; and a pricing structure to reduce demand levels during peak period.

Comments and suggestions are invited from federal, state, and local agencies, and other interested parties, in order to ensure that a full range of issues related to the airside improvements under consideration is identified and addressed in the scope of work for the EIS. The EIS will be jointly prepared as an Environmental Impact Report (EIR), as required by regulations pursuant to the Massachusetts Environmental Policy Act.

PUBLIC SCOPING MEETINGS: In order to provide for both agency and public input, two scoping sessions have been scheduled on September 21, 1995. An afternoon scoping session will be held for federal, state and local agencies at 2:00 pm in the Massport Media Room, Logan International Airport Old Tower Building, 2nd level (next to the Communications Department). This will be preceded by a bus tour of the Airside Improvement Projects. Agency personnel interested in the tour should assemble in the Media Room at 12:30 pm. An evening scoping session for public input will be held at 6:00 pm. This meeting, at which agency personnel are invited to attend, will be held at the State Transportation Building, 10 Park Plaza, Conference Rooms 1 and 2, Boston, Massachusetts.

Issued in Burlington, Massachusetts, on August 14, 1995.

Vincent A. Scarano,

Manager, Airports Division FAA, New England Region.

[FR Doc. 95-20796 Filed 8-21-95; 8:45 am]

BILLING CODE 4910-13-M

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, the corrections.

The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before, September 11, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov. 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 Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

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 (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on August 15, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 27491

Petitioner: Helicopter Association International/Association of Air Medical Services

Sections of the FAR Affected: 14 CFR 135.213(b), 135.219, and 135.225(a)(1), (a)(2), (f), and (g)

Description of Relief Sought: To permit emergency medical service helicopters operators to file an instrument flight rule (IFR) flight plan and conduct IFR approaches and takeoffs at airports and helicopters that do not have an approved weather reporting source. The exemption, if granted, would also permit takeoffs under IFR, or initiation of IFR or over-the-tip operations when the latest weather reports or forecasts do not indicate that weather conditions at the estimated time of arrival at the intended landing area will be at or above authorized IFR landing minimums.

Docket No.: 28257

Petitioner: Flight Structures, Inc.
Sections of the FAR Affected: 14 CFR 25.785(d), 25.813(b), 25.857(e), 25.1447(c)(1), and 25.1447(c)(3)(ii)

Description of Relief Sought: To permit supplemental type certification of the Airbus Model A300-B4-203 airplane (converted to a freighter) and the carriage on the main deck of up to five non-crewmembers in addition to the maximum of three flight crewmembers.

Docket No.: 28260

Petitioner: Emery Worldwide Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.503, 121.505, and 121.511

Description of Relief Sought: To allow Emery Worldwide Airlines, Inc., (EWA) pilots and flight engineers to operate within the contiguous 48 states with DC-8 aircraft in accordance with the provisions of § 121.471, which apply to domestic air carriers, although EWA is a supplemental air carrier.

Docket No.: 28261

Petitioner: Ameriflight, Inc.
Sections of the FAR Affected: 14 CFR 91.205(d)(6)

Description of Relief Sought: To permit Ameriflight to conduct instrument flight rule (IRF) operations with inoperative aircraft clocks installed in its aircraft.

Docket No.: 28263

Petitioner: Mr. William T. Reiners
Sections of the FAR Affected: 14 CFR 121.383(c)

Description of Relief Sought: To permit Mr. Reiners to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Dispositions of Petitions

Docket No.: 27155

Petitioner: Saab Aircraft AB
Sections of the FAR Affected: 14 CFR 25.562(c)(5)

Description of Relief Sought Disposition: To extend Exemption No. 5623, as

[Summary Notice No. PE-95-29]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Administration (FAA), DOT.

amended, which addresses Head Injury Criterion (HIC) for passengers seated behind interior furnishings.
Partial Grant, July 17, 1995, Exemption No. 5623C.

Docket No.: 27167

Petitioner: Reforestation Services, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/Disposition: To extend Exemption No. 5716, which allows the Reforestation Services, Inc., to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft.
Grant, July 19, 1995, Exemption No. 5716A

[FR Doc. 95-20789 Filed 8-21-95; 8:45 am]

BILLING CODE 4910-B-M

[Summary Notice No. PE-95-28]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemptions received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before September 11, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov. 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 Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

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 (c), (e), and (g) of § 11.27 of part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on August 15, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 27578

Petitioner: General Electric Aircraft Engines

Sections of the FAR Affected: 14 CFR 21.325(b)(3)

Description of Relief Sought/Disposition: To allow the issuance of U.S. export airworthiness approvals for Class II and Class III products to be manufactured in Tokyo, Japan, by Ishikawajima-Harima Heavy Industries Co., Ltd., as an approved supplier to General Electric Aircraft Engines U.S. under Production Certificate No. 107. Grant, June 23, 1995, Exemption No. 6113

Docket No.: 27934

Petitioner: Alaska Airlines

Sections of the FAR Affected: 14 CFR III(d)(2), appendix A, III(d)(2), and appendix B, III(d)(2); appendix E III(n)(2), and appendix F, III(d)(2), part 121

Description of Relief Sought/Disposition: To permit Alaska Airlines (ALA) to conduct, in a simulator, circling approaches that do not permit a normal landing on a runway that is at least 90 degrees from the final approach course, in both ALA's approved training course, and in practical tests for the issuance of airline transport pilot certificates. Denial, June 29 1995, Exemption No. 6115

Docket No.: 28067

Petitioner: The University of Oklahoma
Sections of the FAR Affected: 14 CFR 61.187(b)

Description of Relief Sought/Disposition: To allow The University of Oklahoma (the University) to assign flight instructors who have held their flight instructor certificates for less than 24 months to teach the University's flight instructor

certification courses. Grant, June 28, 1995, Exemption No. 6114

Docket No.: 28083

Petitioner: Western Oklahoma State College

Sections of the FAR Affected: 14 CFR 141.65

Description of Relief Sought/Disposition: To allow Western Oklahoma State College to recommend graduates of its approved certification courses for flight instructor certificates and airline transport pilot certificates without taking the FAA written test. Grant, June 29, 1995, Exemption No. 6117

Docket No.: 28102

Petitioner: FlightSafety International
Sections of the FAR Affected: 14 CFR 61.187(b)

Description of Relief Sought/Disposition: To permit FlightSafety International to utilize certificated flight instructors who have given more than 500 hours of dual instruction, but have held a flight instructor certificate for less than 24 months preceding the date of instruction given, to train and recommend flight instructor candidates for initial instructor certification. Grant, June 29, 1995, Exemption No. 6118

Docket No.: 28106

Petitioner: Southwest Airlines Co.
Sections of the FAR Affected: 14 CFR 121.312(a)(2)

Description of Relief Sought/Disposition: To exempt the Southwest Airlines Co., from the heat release requirements of § 121.312(a)(2) for Boeing Model 737-300 series airplanes. Grant, June 16, 1995, Exemption No. 6104

Docket No.: 28148

Petitioner: Capital City Air Carrier, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/Disposition: To permit Capital City Air Carrier, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. Grant, July 3, 1995, Exemption No. 6121

Docket No.: 28176

Petitioner: United Beechcraft, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/Disposition: To permit United Beechcraft, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. Grant, July 5, 1995, Exemption No. 6120