

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before July 25, 1996.

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 July 1, 1996.
Joseph A. Conte,
Acting Assistant Chief Counsel for Regulations.

Petition for Exemption

Docket No.: 25886.

Petitioner: Washoe County Sheriff's Office.

Sections of the FAR Affected: 14 CFR 61.118.

Description of Relief Sought: To allow Washoe County to reimburse members of the Sheriff's Air Squadron for fuel, oil, and maintenance costs that occur during official search missions. In addition, the exemption, if granted, would permit the Sheriff's Air Squadron to transport personnel and equipment to the scene of a rescue.

Docket No.: 28545.

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.135(a)(3).

Description of Relief Sought: To allow United Airlines, Inc., to use electronic digital technology to present certain maintenance information and instructions to ground operations and management personnel without meeting the requirement to have the date of the last revision on each page of the information and instructions.

Docket No.: 28569.

Petitioner: Rocky Mountain Helicopters.

Sections of the FAR Affected: 14 CFR 133.1(d), 133.35(a), and 133.45(e).

Description of Relief Sought: To permit Rocky Mountain Helicopters to conduct external-hoist, high-altitude rescue operations using two Agusta A109K2 helicopters that are type certificated in the normal category and are not capable of maintaining hover with one engine inoperative.

Dispositions of Petitions

Docket No.: 5010.

Petitioner: Federal Aviation Administration, Office of Aviation Standards/Department of the Air Force.

Sections of the FAR Affected: 14 CFR 91.119 (b) and (c), 91.159, 91.175 (a) and (b), and 91.179(b).

Description of Relief Sought/Disposition: To extend and amend Exemption No. 5118, as amended, which permits the FAA's Office of Aviation Standards (AVN) to deviate from certain flight rules required by subpart B of part 91 while conducting flight inspections of air navigation facilities and instrument approach procedures. The amendment allows the Department of the Air Force's Flight Inspection Center, which operates jointly with the FAA's AVN, to conduct operations under the authority of Exemption No. 5118, as amended.

Grant, May 16, 1996, Exemption No. 5118B

Docket No.: 25060.

Petitioner: Douglas Aircraft Company.
Sections of the FAR Affected: 14 CFR 21.197.

Description of Relief Sought/Disposition: To extend Exemption No. 4936, as amended, which permits the Douglas Aircraft company (DAC) to conduct training of DAC's pilot flightcrew personnel while operating under special flight permits issued for the purpose of production flight testing.

Grant, April 18, 1996, Exemption No. 4936B

Docket No.: 25336.

Petitioner: United Airlines, Inc.
Sections of the FAR Affected: 14 CFR 121.697(a)(3), 121.697 (b) through (d), and 121.709(b)(3).

Description of Relief Sought/Disposition: To extend Exemption No. 5121, as amended, which permits United Airlines, Inc., to use computerized signatures to satisfy the airworthiness release signature requirements of §§ 121.697(a)(3), 121.697 (b) through (d), and 121.709(b)(3) in lieu of physical signatures.

Grant, April 18, 1996, Exemption No. 4121D

Docket No.: 25988.

Petitioner: Soloy Corporation.

Sections of the FAR Affected: 14 CFR 21.19(b)(1).

Description of Relief Sought/Disposition: To extend and amend Exemption No. 5172, as amended, which permits the Soloy Corporation to apply for a supplemental type certificate, rather than a new type certificate, for a design change that would convert the Cessna Caravan from a one-engine aircraft to a two-engine aircraft. The amendment you request would revise the name of the exemption holder from Soloy Dual Pac, Inc., to Soloy Corporation to reflect a merger of the two companies.

Grant, April 18, 1996, Exemption No. 5172C

[FR Doc. 96-17165 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-96-32]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

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, 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.

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, DC, on July 1, 1996.
Joseph A. Conte,
*Acting Assistant Chief Counsel for
Regulations.*

Dispositions of Petitions

Docket No.: 26063

Petitioner: Reflectone Training Center—
Dulles

Sections of the FAR Affected: 14 CFR
121.411 (a) (2) and (3) and (b)(2);
121.413 (b), (c), and (d); and appendix
H to 121; 135.337 (a) (2) and (3) and
(b)(2); and 135.339 (a)(2), (b), and (c)

Description of Relief Sought/

Disposition: To extend Exemption No.
5190, as amended, which permits the
Reflectone Training Center—Dulles
(RTC-D) to use qualified RTC-D
instructor pilots and check airmen to
conduct training and checking for
certain part 121 and 135 certificate
holders' pilots and flight engineers in
airplanes manufactured by British
Aerospace, Inc., or in FAA-approved
Phase II (Level C) simulators without
those instructors and check airmen
meeting all the applicable training
requirements of parts 121 and 135 and
without RTC-D holding an air carrier
operating certificate.

Grant, May 29, 1996, Exemption No.
5190C

Docket No.: 26349

Petitioner: Vocational Industrial Clubs
of America

Sections of the FAR Affected: 14 CFR
147.21

Description of Relief Sought/

Disposition: To extend Exemption No.
5297, as amended, which permits
aviation maintenance technician
schools whose students participate in
the U.S. Skill Olympics, sponsored by
the Vocation Industrial Clubs of
America, to allow authorized faculty
members of those schools to
determine if the student time
dedicated to preparing for and
participating in the U.S. Skill
Olympics, up to 60 hours per student,
per year, may be considered
creditable in order to satisfy the
requirements of § 147.21.

Grant, April 30, 1996, Exemption No.
5297C

Docket No.: 26533

Petitioner: Jump Shack

Sections of the FAR Affected: 14 CFR
105.43(a)

Description of Relief Sought/

Disposition: To extend and amend
Exemption No. 5448, as amended,
which permits Jump Shack to allow
its employees, representatives, and
other volunteer experimental
parachute test jumpers under its
direct supervision and control to

make intentional tandem parachute
jumps, and permits pilots in
command of aircraft involved in these
operations to allow such persons to
make parachute jumps wearing a
dual-harness, dual-pack parachute
have at least one main parachute and
one approved auxiliary (reserve)
parachute packed in accordance with
§ 105.43(a). The amendment would
modify the conditions and limitations
of Exemption No. 5448, as amended,
to correspond to the conditions and
limitations in Exemption No. 4047,
issued to Strong Enterprises, Inc., and
The Relative Workshop, Inc., on June
25, 1984 (Docket No. 23869). By doing
so, condition and limitation Nos. 10-
14 would be removed from the Jump
Shack exemption. While the request
for extension has been granted, the
request for amendment has been
denied.

Grant, April 29, 1996, Exemption No.
5448B

Docket No.: 26669

Petitioner: Evergreen International
Airlines, Inc.

Sections of the FAR Affected: 14 CFR
121.583(a)(8)

Description of Relief Sought/

Disposition: To permit Evergreen
International Airlines, Inc., to provide
transportation for its employees and
dependents of its employees, to any
destination, on company business,
without complying with certain
passenger-carrying requirements of
part 121.

Grant, May 24, 1996, Exemption No.
6443

Docket No.: 26696

Petitioner: Ryan International Airlines,
Inc.

Sections of the FAR Affected: 14 CFR
121.503(b) and 121.511(a)

Description of Relief Sought/

Disposition: To extend Exemption No.
5461, as amended, which permits
pilots and flight engineers employed
by Ryan International Airlines, Inc., to
complete certain scheduled coast-to-
coast, all-cargo, transcontinental
flights with no more than one
intermediate stop that exceeds 8
hours but no more than 11 hours of
flight time during any 24 consecutive
hours before being provided with at
least 16 hours of rest.

Grant, May 30, 1996, Exemption No.
5461B

Docket No.: 26741

Petitioner: Pacific Wing, Inc.

Sections of the FAR Affected: 14 CFR
43.3(g)

Description of Relief Sought/

Disposition: To extend Exemption No.
5445, as amended, which permits

appropriately trained pilots employed
by Pacific Wing, Inc., to remove and
reinstall the passenger seats in its
aircraft that are used in operations
conducted under part 135.

Grant, April 29, 1996, Exemption No.
5445B

Docket No.: 26753

Petitioner: Regional Airline Association
Sections of the FAR Affected: 14 CFR
61.49(a)

Description of Relief Sought/

Disposition: To extend Exemption No.
5492B, as amended, which permits
the subject applicants to retake a
written test or a flight test without
waiting 30 days, provided that the
part 135 authorized instructor who
has given the applicant flight or
ground instruction, as appropriate,
endorses that the individual has
successfully performed the failed item
and finds the applicant competent to
pass the test.

Grant, May 29, 1996, Exemption No.
5492B

Docket No.: 27494

Petitioner: Mr. Leon Lipsky

Sections of the FAR Affected: 14 CFR
121.383(c)

Description of Relief Sought/

Disposition: To permit Mr. Lipsky to
act as a pilot in operations conducted
under part 121 after reaching his 60th
birthday.

Denial, May 31, 1996, Exemption No.
6449

Docket No.: 27577

Petitioner: Aviall

Sections of the FAR Affected: 14 CFR
145.45(f)

Description of Relief Sought/

Disposition: To extend Exemption No.
5940, which permits Aviall to
maintain one copy of its repair station
inspection procedures manual at each
facility, rather than give a copy of the
manual to each of its supervisory and
inspection employees.

Grant, April 15, 1996, Exemption No.
5940A

Docket No.: 27665

Petitioner: Arnautical, Inc.

Sections of the FAR Affected: 14 CFR
121.411(a) (2) and (3) and (b)(2);
121.413 (b), (c), and (d); and appendix
H to part 121

Description of Relief Sought/

Disposition: To extend Exemption No.
5894, which permits certain
Arnautical, Inc. (ANC) pilot and flight
engineer (FE) instructors to act as
instructors and check airmen in FAA-
approved simulators for part 121
certificate holders that contract for
training provided by ANC without
those instructors having received all
the required ground and flight

training for each contracting part 121 certificate holder. It also permits certain ANC simulator instructors and check airmen to serve in advanced simulators without being employed by the contracting certificate holder for at least 1 year.

Grant, May 29, 1996, Exemption No. 5894A

Docket No.: 27690

Petitioner: Atlas Air, Inc.

Sections of the FAR Affected: 14 CFR appendix H to part 121

Description of Relief Sought/

Disposition: To extend Exemption No. 5888, as amended, which permits Atlas Air, Inc. (Atlas) to provide initial or upgrade training and checking in a Phase II (Level C) simulator and allow certain experienced pilots and flight engineers who have received training in a Phase II simulator to become Boeing 747 seconds in command in accordance with the training and checking provisions permitted under Phase III (Level D) of appendix H to part 121. This exemption also permits Atlas to conduct initial training in a Phase II simulator for pilots in command who have been approved by Atlas' Principal Operations Inspector.

Grant, May 29, 1996, Exemption No. 5888C

Docket No.: 28132

Petitioner: Washington State

Department of Transportation

Sections of the FAR Affected: 14 CFR 61.118

Description of Relief Sought/

Disposition: To allow the Washington State Department of Transportation to reimburse private pilots who volunteer in its search and rescue program for their fuel and oil expenses incurred while performing search and rescue training and operations.

Partial grant, May 24, 1996, Exemption No. 6442

Petitioner: Ameriflight, Inc.

Sections of the FAR Affected: 14 CFR 21.197(c)(2)

Description of Relief Sought/

Disposition: To allow the issuance of a special flight permit with continuing authorization to Ameriflight, Inc., for aircraft that are operated and maintained in accordance with §§ 135.411(a)(1) and 135.419, "Approved aircraft inspection program."

Denial, April 18, 1996, Exemption No. 6422

[FR Doc. 96-17166 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Bellevue, King County, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised Notice of Intent (ref. 12-1-94, FR Vol. 59, No.230)

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that the purpose and scope of the Environmental Impact Statement proposed in the notice published in the Federal Register of December 1, 1994, has been substantially modified. The original NOI stated that an environmental impact statement (EIS) would be prepared for a proposed modification to a freeway interchange in King County, Washington, and that the modification would include realignment of the NE 8th St./I-405 interchange and implementation of a one-way couplet along NE 8th and NE 10th Streets." The scope of the proposed EIS will be expanded to include other alternatives that would add or modify access points on I-405 from NE 4th Street to NE 10th Street and improve traffic circulation between I-405 and downtown Bellevue.

FOR FURTHER INFORMATION CONTACT:

Gene K. Fong, Federal Highway Administration, Evergreen Plaza Building, 711 South Capital Way, Suite 501, Olympia, Washington 98501, Telephone: (360) 753-9554; Robert D. Aye, Acting Region Administrator, Washington State Department of Transportation, Northwest Region, 15700 Dayton Avenue North, Seattle, Washington 98133-9710, Telephone: (206) 440-4691; Hank Howard, City of Bellevue Transportation Department, P.O. Box 90012, Bellevue Washington 98009-9012, Telephone: (202) 455-6867.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation and the City of Bellevue, Washington, will prepare an environmental impact statement (EIS) on a proposal to modify I-405 access to and from downtown Bellevue. The proposed improvements are considered necessary to accommodate the existing and projected traffic demand between downtown Bellevue and I-405, to relieve existing traffic congestion at the I-405/NE 8th Street freeway interchange, and to support improved high-occupancy-vehicle (HOV) access and usage.

Three build alternatives and a no-action alternative are presently under consideration. One build alternative

would modify the interchange to provide I-405 access to NE 10th Street and to modify I-405 access from NE 8th Street. This alternative would include new ramps connecting NE 10th Street with I-405 and modifications to the existing ramps connecting NE 8th Street to I-405. It would also convert NE 8th and NE 10th Streets from I-405 to Bellevue Way to a one-way couplet system (both streets have two-way traffic at present) and provide for additional lanes at the intersection of NE 8th Street and 116th Avenue. This alternative was the only build alternative under consideration when the original Notice of Intent was issued. The second build alternative would widen the NE 8th Street/I-405 overpass, modify the existing southbound I-405 off-ramp at NE 8th Street, and construct a new HOV/transit interchange at NE 6th Street/I-405. NE 8th Street and the I-405 overpass would be widened from west of 112th Avenue to east of 116th Avenue to include an additional eastbound lane and provide for dual left turn lanes at the NE 8th Street/116th Avenue intersection. The existing southbound I-405 off-ramp to westbound NE 8th Street would also be modified to divert traffic to NE 10th Street. In conjunction with this ramp modification, 112th Avenue would be widened from NE 8th Street to NE 10th Street. The alternative would construct new ramps to the proposed I-405 inside HOV lanes at NE 6th Street and remove the existing HOV restrictions at NE 4th Street and I-405. The third build alternative would construct a new two-way viaduct over I-405 connecting NE 8th Street to NE 10th Street, provide I-405 access to and from NE 10th Street, and modify an existing I-405 on-ramp at NE 8th Street. The new two-way viaduct, with one lane in each direction, would connect NE 8th Street east of 116th Avenue to NE 10th Street at 112th Avenue. The existing southbound to westbound I-405 off-ramp at NE 8th Street would be relocated to NE 10th St. A new on-ramp would be constructed on NE 10th Street to provide new access to southbound I-405. In addition, NE 10th Street would be widened between 112th and 110th Avenue. The existing westbound to southbound I-405 on-ramp at NE 8th would be modified to accommodate these changes.

This EIS is being prepared because City of Bellevue officials believe that the project could have significant impacts related to land use and development and to visual quality. Although air quality is an issue of concern, no significant air quality impact are