a reopening of the comment period to allow additional time to address issues associated with an increase in weight of the ICON A5.


ADDRESSES: You may send comments identified by Docket Number FAA–2012–0514 using any of the following methods:

- Government-wide rulemaking website: Go to http://www.regulations.gov and follow the instructions for sending your comments electronically.
- Mail: Send comments to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590.
- Fax: Fax comments to the Docket Management Facility at 202–493–2251.
- Hand Delivery: Bring comments to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to http://www.regulations.gov, including any personal information you provide. Using the search function of our docket web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477–78).

Docket: To read background documents or comments received, go to http://www.regulations.gov at any time or to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:
Carol Greb, ACE–114, (816) 329–4136, Federal Aviation Administration, 901 Locust St., Kansas City, MO 64106.

Background: On May 24, 2012, the FAA published the petition for exemption (77 FR 31063) from ICON Aircraft to allow incorporation of a Spin–Resistant Airframe (SRA) in the ICON A5 at a weight above the current Light–Sport Aircraft (LSA) definition. The FAA requested that comments on