

notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations 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:

Deana Stedman, AIR-612, Federal Aviation Administration, 2200 South 216th Street, phone and fax 206-231-3187, email deana.stedman@faa.gov.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on March 30, 2023.

James David Foltz,

Acting Manager, Strategic Policy Management, Policy and Innovation Division, Aircraft Certification Service.

Petition for Exemption

Docket No.: FAA-2022-1802.

Petitioner: AMAC Aerospace Switzerland AG.

Section(s) of 14 CFR Affected:

§§ 25.562(a), 25.785(b), 25.785(h)(2), 25.785(j), 25.791(a), 25.807(e), 25.811(d)(1), 25.812(b)(1)(i) and (ii), 25.813(c)(2)(ii), and 25.858.

Description of Relief Sought:

Petitioner is seeking relief from the listed design requirements in order to support a supplemental type certificate (STC) application for a Boeing Model 737-8 airplane. The proposed STC is for the installation of an executive-style interior with multiple rooms.

[FR Doc. 2023-07025 Filed 4-4-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on a Proposed Change of Airport Property Land Use From Aeronautical to Non-Aeronautical Use at Tulsa International Airport, Tulsa, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA is considering a request from the Tulsa Airport Improvement Trust to change approximately 241.72 acres, located on the east side of the airport bordered by North Mingo Road, 46th Street and

Mingo Valley Expressway, from aeronautical use to non-aeronautical use and to authorize the conversion of the airport property.

DATES: Comments must be received on or before May 5, 2023.

ADDRESSES: Send comments on this document to Mr. Glenn Boles, Federal Aviation Administration, Arkansas/Oklahoma Airports District Office Manager, 10101 Hillwood Parkway, Fort Worth, TX 76177. Email: Glenn.A.Boles@faa.gov.

FOR FURTHER INFORMATION CONTACT: Ms. Alexis Higgins, Chief Executive Officer of Tulsa Airports Improvement Trust, 7777 East Apache, Suite A217, Tulsa, OK 74115, telephone 918-838-5001; or Mr. Glenn Boles, Federal Aviation Administration, Arkansas/Oklahoma Airports District Office Manager, 10101 Hillwood Parkway, Fort Worth, TX 76177, telephone (817) 222-5639. Email: Glenn.A.Boles@faa.gov.

Documents reflecting this FAA action may be reviewed at the above locations.

SUPPLEMENTARY INFORMATION: The proposal consists of three parcels of land that were originally acquired under the following Federal grants: Airport Development Aid Program (ADAP) No. 6-40-0099-015 in 1978 and Airport Improvement Program (AIP) No. 3-40-0099-073-2009 in 2009.

The land comprising these parcels is outside the forecasted need for aviation development and is not needed for indirect or direct aeronautical use. The Airport wishes to develop this land for compatible non-aeronautical use. The Airport will retain ownership of this land and ensure the protection of part 77 surfaces and compatible land use. The income from the conversion of these parcels will benefit the aviation community by reinvestment in the airport.

Approval does not constitute a commitment by the FAA to financially assist in the conversion of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The disposition of proceeds from the conversion of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999. In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

Issued in Fort Worth, TX.

D. Cameron Bryan,

Acting Director, Airports Division, FAA, Southwest Region.

[FR Doc. 2023-06997 Filed 4-4-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2023-08]

Petition for Exemption; Summary of Petition Received; The Boeing Company

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before April 25, 2023.

ADDRESSES: Send comments identified by docket number FAA-2022-0920 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations 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.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records

notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations 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:

Deana Stedman, AIR-612, Federal Aviation Administration, 2200 South 216th Street, Des Moines, WA 98198, phone and fax 206-231-3187, email deana.stedman@faa.gov.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on March 31, 2023.

James David Foltz,

Acting Manager, Strategic Policy Management, Policy and Innovation Division, Aircraft Certification Service.

Petition for Exemption

Docket No.: FAA-2022-0920.

Petitioner: The Boeing Company.

Section(s) of 14 CFR Affected:

§§ 25.901(c), 25.981(a)(3), 25.1309(b), (d)(1), and (d)(2).

Description of Relief Sought: The Boeing Company is seeking relief from 14 CFR 25.901(c) at amendment 25-46, 25.981(a)(3) at amendment 25-102, and 25.1309(b), (d)(1), and (d)(2) at amendment 25-41 for the Fuel Quantity Indication System (FQIS) wiring separation for the main fuel tanks. The relief sought will allow earlier planned type design changes to the center fuel tank FQIS fuselage wiring installation on Model 777-200 and -300 series airplanes prior to line number 562, to address the unsafe condition identified within airworthiness directive (AD) 2020-18-12.

[FR Doc. 2023-07112 Filed 4-4-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Supplemental Environmental Impact Statement for the Interstate Bridge Replacement Program

AGENCY: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), USDOT.

ACTION: Notice.

SUMMARY: The FHWA and FTA are issuing this notice to advise other Federal, State, and local agencies, Tribes, and the public that a Supplemental Environmental Impact Statement (SEIS) will be prepared in accordance with the National Environmental Policy Act (NEPA) for the Interstate Bridge Replacement (IBR) Program for proposed highway and high-capacity transit improvements between Portland, Oregon, and Vancouver, Washington, across the Columbia River in the Interstate 5 (I-5) corridor, including the interstate bridge replacement and addressing changes that have occurred since the I-5 Columbia River Crossing (CRC) Project's 2011 Record of Decision (ROD).

FOR FURTHER INFORMATION CONTACT:

For FHWA: Thomas Goldstein, PE, Federal Highway Administration, 530 Center Street NE, Suite 420, Salem, OR 97301; *Telephone:* (503) 316-2545.

For FTA: Jeff Horton, Federal Transit Administration, Region 10, 915 Second Avenue, Suite 3192, Seattle, WA 98174; *Telephone:* (206) 220-4463.

For the IBR Program (ODOT/WSDOT): Chris Regan, IBR Environmental Manager, Interstate Bridge Replacement Program, 500 East Broadway, Suite 200, Vancouver, WA 98660; *Telephone:* (360) 556-7135.

SUPPLEMENTARY INFORMATION: The FHWA and FTA, as Federal joint lead agencies, the Oregon Department of Transportation (ODOT), the Washington State Department of Transportation (WSDOT), Metro, Southwest Washington Regional Transportation Council (RTC), Tri-County Metropolitan Transportation District of Oregon (TriMet), and Clark County Public Transportation Benefit Area Authority (C-TRAN), as local joint lead agencies, intend to prepare a SEIS for the IBR Program for proposed highway and high-capacity transit improvements between Portland, Oregon, and Vancouver, Washington, across the Columbia River in the I-5 corridor. Federal cooperating agencies in the preparation of the SEIS will be the National Oceanic and Atmospheric Administration National Marine Fisheries Service, National Park Service, U.S. Army Corps of Engineers, U.S. Coast Guard (USCG), and U.S. Environmental Protection Agency. This analysis includes the interstate bridge replacement and addresses changes that have occurred since the 2011 CRC Project's ROD.

The IBR Program builds on previous studies conducted for the CRC Project between 2005 and 2013. As identified in the CRC Project's ROD, the Selected

Alternative (referred to as the Locally Preferred Alternative (LPA)) included: (1) two new bridges to replace the existing, functionally obsolete lift span bridges over the Columbia River; (2) improvements to seven I-5 interchanges (from south to north: Victory Boulevard, Marine Drive, Hayden Island, SR 14, Mill Plain Boulevard, Fourth Plain Boulevard and SR 500) and related enhancements to the local street network; (3) improvements to the existing I-5 mainline bridge over the North Portland Harbor; (4) bicycle and pedestrian improvements throughout the corridor, including a multi-use path that would allow users to travel from north Portland into downtown Vancouver and destinations farther north; (5) extension of light rail transit from the Expo Center in Portland to Clark College in Vancouver and associated transit improvements; and (6) transportation demand and system management measures, including the use of tolls subject to the authority of the Washington and Oregon Transportation Commissions. After the CRC Project's ROD was published, two NEPA re-evaluations were prepared: one to increase the height of the Columbia River bridges, and another to evaluate a phased construction plan. Neither of these re-evaluations found it necessary to prepare a SEIS.

In 2014, ODOT and WSDOT suspended the CRC Project due to lack of funding needed to complete design and construction. In 2019, ODOT and WSDOT reinitiated the CRC Project as the IBR Program. The needs identified in the CRC Purpose and Need statement are still pertinent to the IBR Program. As a result, the Purpose and Need statement for the IBR Program remains the same as in the CRC Project's 2011 Final EIS and ROD. On December 29, 2021, FHWA and FTA completed a re-evaluation concluding that, due to changes in the physical environment, community priorities, and regulations that have occurred since the 2011 CRC Project ROD, and potential design changes or refinements to the CRC Selected Alternative, the IBR Program may result in new or changed significant impacts that were not evaluated in the CRC Project's Final EIS and ROD. Therefore, pursuant to 23 CFR 771.130(a), FHWA and FTA have determined that a SEIS is necessary to identify and disclose any new significant impacts and mitigation associated with the IBR Program.

The CRC Project's EIS, ROD, and two re-evaluations, the Purpose and Need statement, and the 2021 re-evaluation for the IBR Program are available on the