

system is insufficient to satisfy the lateral trim requirements at the speed of 1.4 Vs1 specified in § 25.161(d) for light weight conditions with an asymmetric fuel loading.

Docket No.: 28474

Petitioner: Instone Air Services

Sections of the FAR Affected: 14 CFR 25.857(e) and 25.1447(c)(1)

Description of Relief Sought: To allow the carriage of up to sixteen livestock handlers on the main deck of a Boeing 747-100/200 freighter, and to allow portable oxygen units to be worn by livestock attendants during periods of time away from the pallet.

Dispositions of Petitions

Docket No.: 26780

Petitioner: Air Transport Association of America

Sections of the FAR Affected: 14 CFR 121.337

Description of Relief Sought/

Disposition: To extend Exemption No. 5407, as amended, which provides relief to all ATA-member airlines and other similarly situated operators from the requirement to install protective breathing equipment (PBE) in each Class A, B, and E cargo compartment in all-cargo airplanes. *GRANT, February 8, 1996, Exemption No. 5407C*

Docket No.: 27104

Petitioner: Richmor Aviation, Inc.

Sections of the FAR Affected: 14 CFR 95.511(a)(2); 135.165(a)(1), (5), and (6); and 135.165(b)(5), (6), and (7)

Description of Relief Sought/

Disposition: To permit Richmor to operate its turbojet airplanes equipped with one high-frequency (HF) communication system and one single long-range navigational system (LRNS) in extended overwater operations.

GRANT, February 1, 1996, Exemption No. 6396

Docket No.: 28141

Petitioner: Rhett Micheletti

Sections of the FAR Affected: 14 CFR 103.1(b)

Description of Relief Sought/

Disposition: To permit Mr. Michelletti to operate a paraglider for the purpose of commercial advertising by flying with advertisements that are imprinted on the paraglider's wing surfaces by the paraglider manufacturer and/or by towing one banner at a time with advertisements printed on it.

DENIAL, January 23, 1996, Exemption No. 6390

Docket No.: 28169

Petitioner: Aviation Technologies, Inc.

Sections of the FAR Affected: 14 CFR 141.35(b)(3) and (d)(3)

Description of Relief Sought/

Disposition: To allow Aviation Technologies, Inc., to designate Mr. Richard A. Fischer to serve as chief flight instructor without meeting certain experience requirements for such a designation.

DENIAL, January 23, 1996, Exemption No. 6389

Docket No.: 28285

Petitioner: Petroleum Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 133.45(e)(1)

Description of Relief Sought/

Disposition: To permit Petroleum Helicopters, Inc., to operate a McDonnell Douglas MD-900 helicopter, which is not type certificated under transport Category A, in Class D rotorcraft-load combination operations.

GRANT, February 13, 1996, Exemption No. 6400

Docket No.: 28338

Petitioner: Rich International Airways, Inc.

Sections of the FAR Affected: 14 CFR 121.310(m)

Description of Relief Sought/

Disposition: To permit Rich International Airways, Inc., to operate two Lockheed L-1011-383-3 aircraft, also known as L-1011-500 aircraft (Serial Nos. 1183 and 1196) that have more than 60 feet between the center and aft emergency exits.

GRANT, February 8, 1996, Exemption No. 6399

Docket No.: 28425

Petitioner: Great Lakes Aviation, Ltd.

Sections of the FAR Affected: 14 CFR 135.180(a)

Description of Relief Sought/

Disposition: To allow Great Lakes Aviation, Ltd., to continue to operate three Embraer EMB-120 airplanes until March 31, 1996, without these airplanes being equipped with an approved Traffic Alert and Collision Avoidance System (TCAS).

DENIAL, February 8, 1996, Exemption No. 6398

[FR Doc. 96-5393 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-13-M

Office of the Associate Administrator for Commercial Space Transportation; Public Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: The Office of the Associate Administrator for Commercial Space Transportation, Federal Aviation Administration, Department of Transportation, formerly the Office of Commercial Space Transportation [60

FR 62762, December 7, 1995] will convene a public meeting to address a range of critical topics affecting the commercial space industry, focussing on impending issues which have not yet been resolved, but for which public dialogue is deemed important. Industry and government views on these topics will facilitate better understanding of a variety of issues concerning the ongoing development of the international space market. The meeting will consist of panel discussions on the following topics:

- Commercial Spaceports: Domestic and International Use.
- Orbital Debris/Satellite Constellation Conflicts.
- Certification Standards for New Launch Vehicles.
- Financial Responsibility for Joint Ventures.

Anyone interested in appearing as a panelist is encouraged to contact the Office at 202-366-2936; fax number, 202-366-9945. Panelists will have 6-7 minutes to make an oral presentation followed by 15 minutes of questions, answers and discussion between the panelists and audience. Written inputs from each panelist are due into the Office by Wednesday, April 17th.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting to address critical issues affecting the commercial space industry.

DATES: The meeting will take place on Wednesday, April 24, 1996, from 9:00 a.m. to 1:00 p.m.

ADDRESSES: The meeting will be held at the DOT Headquarters, Nassif Building, 400 7th Street, SW., Room 8236, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Richard W. Scott, Jr., Office of the Associate Administrator for Commercial Space Transportation, Federal Aviation Administration, 400 7th Street, SW., Room 5408, Washington, DC 20590, telephone (202) 366-2936; fax (202) 366-9945, E-Mail dick_scott@mail.hq.faa.gov.

SUPPLEMENTARY INFORMATION: The Nassif Building is accessible by Metro at the L'Enfant Plaza station—proceed to 7th Street and then to the Department of Transportation.

Issued in Washington, DC, on March 4, 1996.

Frank C. Weaver,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 96-5395 Filed 3-6-96; 8:45 am]

BILLING CODE 4901-13-P

Federal Highway Administration**Environmental Impact Statement: City of Issaquah, King County, Washington**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for the Sunset Interchange modifications and the South Sammamish Plateau Access Road in the City of Issaquah, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Gene Fong, Division Administrator, Federal Highway Administration, Evergreen Plaza Building, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, telephone (360) 753-9413; Robert D. Aye, Acting Northwest Regional Administrator, Washington State Department of Transportation, 15700 Dayton Ave. N., PO Box 33310, Seattle, Washington 98133, telephone (206) 440-4693; Dave Crippen, Supervising Environmental Engineer, King County Department of Public Works, 400 Yesler Way, Room 400, Seattle, WA 98104-3637, telephone (206) 296-8092; or Ann DeFee, Grand Ridge Project Manager, Department of Public Works, City of Issaquah, PO Box 1307, Issaquah, Washington 98107, telephone (206) 391-1004.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT), City of Issaquah and King County will prepare an environmental Impact Statement (EIS) for an interchange revision at the existing East Sunset Way Interchange on Interstate 90 (I-90). A new north-south arterial (called the South Sammamish Plateau Access Road, or South SPAR) will connect the Sunset Interchange to an intersection with a major east-west arterial in the southwestern portion of the Grand Ridge Development area. The South Spar is not expected to be a Federal project, but because its utility is largely dependent on the interchange project, its impacts are considered indirect impacts of the interchange project and are being evaluated in the same document. The South SPAR would be located along one of several alternative alignments as defined in previous feasibility studies completed for the project. The project is sponsored by two private developers, the Grand Ridge Ltd. partnership and the Glacier Ridge Ltd. Partnership. The I-90 Sunset Interchange revision would modify the existing partial interchange, which

provides only a west bound off-ramp and east bound on-ramp, to a full interchange that provides for all traffic movements to and from I-90. The South SPAR arterial is planned to be a multi-lane road that would provide through-lanes, turn-lane channelization, bicycle lanes, curb, gutter, sidewalk, stormwater management, water quality treatment, retaining walls, bridges, landscaping, signage, lighting, and signalization. Alternatives under consideration include: a No-Action Alternative and at least two roadway alignment alternatives for the South SPAR, and various ramp configurations for the interchange. Analysis will focus on identifying impacts and mitigation measures and providing information appropriate to choosing a preferred alternative from among the alternatives identified through the scoping and public involvement process. The EIS will identify direct, secondary and cumulative impacts associated with the interchange modification and the roadway alternatives under consideration.

The EIS will also discuss other cumulative impacts, taking into consideration two separate but related projects which are in the planning stage: (1) The proposed Issaquah Southeast Bypass, expected to connect I-90, in the vicinity of the modified Sunset Interchange, to Issaquah-Hobart Road; and (2) the proposed North Sammamish Plateau Access Road (North SPAR), which would provide access from the proposed South SPAR to the existing intersection of Issaquah-Pine Lake Road Southeast and Issaquah-Fall City Road Southeast. The North SPAR is a King County-sponsored project separate from the Sunset Interchange/South SPAR project with its own logical termini and independent utility. It will be addressed in a separate project-specific EIS written in accordance with the Washington State Environmental Policy Act (SEPA). Relevant information about various environmental issues related to the North SPAR will be incorporated into the Sunset Interchange/South SPAR EIS to address secondary and cumulative impacts. A project-specific EIS has not been initiated for the Issaquah Southeast Bypass; therefore, this section of the corridor will also be addressed in the Sunset Interchange/South SPAR EIS in a general way in the discussion of secondary and cumulative impacts. The overall roadway corridor will be examined in sections with logical termini and independent utility. The sections are: (1) "Southeast Issaquah Bypass", Issaquah-Hobart Road to I-90, approximately 2.4 km (1.5 mile); (2)

"I-90 Sunset interchange modifications and South Sammamish Plateau Access Road (South SPAR)", I-90 to a major east-west arterial approximately 1.6 km (1 mile) north of I-90; and (3) "North Sammamish Plateau Access Road (North SPAR)", a proposed 1.3 km (0.8 mile) road from the major arterial approximately 1.6 km (1 mile) north of I-90 continuing north to the Issaquah-Fall City Road.

The purpose of the proposed projects is to provide improved auto, transit, bicycle, and pedestrian access to existing and future residential and commercial developments contained in the approved City of Issaquah and King County Comprehensive Plans. The project will improve existing congestion along Issaquah-Fall City Road, Issaquah-Pine Lake Road, and the Front Street interchange at I-90. Approved land use plans indicate the area will see significant increases in population within the near future.

Environmental issues of concern to be addressed in the EIS include steep slopes, wetlands, air quality, fisheries resources and water quality in local streams and Lake Sammamish. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, appropriate Native American tribes, and to private organizations and citizens who have expressed, or are known to have, an interest in this proposal. A scoping meeting is planned to be held in March 1996. The public and all affected agencies will be invited to attend. A public notice will be given of the time and place of the meeting.

To assure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments are invited from all interested parties. Comments and suggestions concerning this proposed action and the EIS should be directed to the FHWA at the address provided.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: February 23, 1996.

Michael R. Brower,
Urban Transportation Engineer, Olympia, WA.

[FR Doc. 96-5351 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-22-M