

• Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

**Docket:** For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** Tim Adams (202) 267-8033, Sandy Buchanan-Sumter (202) 267-7271, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on August 31, 2004.

**Anthony F. Fazio,**  
*Director, Office of Rulemaking.*

#### Petitions for Exemption

**Docket No.:** FAA-2004-18174.

**Petitioner:** Air Tahoma, Inc.

**Section of 14 CFR Affected:** 14 CFR 121.354.

**Description of Relief Sought:** To allow a delay in installation of required terrain awareness and warning systems and an approved terrain situational awareness display on Air Tahoma, Inc.'s Convair 580 airplanes prior to the March 29, 2005 deadline.

[FR Doc. 04-20253 Filed 9-3-04; 8:45 am]

**BILLING CODE 4910-13-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

[Summary Notice No. PE-2004-72]

#### 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 part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR, 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 17, 2004.

**ADDRESSES:** You may submit comments [identified by DOT DMS Docket Number FAA-200X-XXXXX] by any of the following methods:

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery : Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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**Anthony F. Fazio,**  
*Director, Office of Rulemaking.*

#### Petitions for Exemption

**Docket No.:** FAA-2000-8182.

**Petitioner:** Washoe County Sheriff's Office.

**Section of 14 CFR Affected:** 14 CFR 61.113(e).

**Description of Relief Sought:** To amend Washoe County Sheriff's Office's exemption by revising condition No. 5 to permit the Washoe County Sheriff's

Air Squadron (Air Squadron) to transport needed supplies and search specialists or teams, such as dogs, mantrackers, and technical rescue teams, to the scene of a rescue when conducting search and location missions. The current exemption allows members of the Air Squadron who hold private pilot certificates to continue to be reimbursed for fuel, oil, and maintenance expenses incurred while performing search and location missions.

[FR Doc. 04-20254 Filed 9-3-04; 8:45 am]

**BILLING CODE 4910-13-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

#### Notice of Intent To Rule on Application 04-05-C-00-HTS To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Tri-State Airport, Huntington, WV

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Tri-State Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 159).

**DATES:** Comments must be received on or before October 7, 2004.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Beckley Airports District Office, 176 Airport Circle, Room 101, Beaver, West Virginia 25813.

In addition, on copy of any comments submitted to the FAA must be mailed or delivered to Mr. Larry Salyers, Airport Director of the Tri-State Airport Authority at the following address: 1449 Airport Road, Huntington, West Virginia 25704-9043.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Tri-State Airport Authority under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry F. Clark, Manager, Airports District Office, 176 Airport Circle, Room 101, Beaver, West Virginia 25813, (304) 252-6216. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Tri-State Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101–508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 23, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by Tri-State Airport Authority was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 7, 2004.

The following is a brief overview of the application.

*PFC application No.:* 04–05–C–00–HTS.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* December 1, 2007.

*Proposed charge expiration date:* December 1, 2011.

*Total estimated PFC revenue:* \$436,233.

Brief description of proposed project(s):

- Taxiway A Rehabilitation
- Water System Rehabilitation
- Acquire Friction Measuring Equipment
- Aircraft Rescue & Fire Fighting (ARFF) Building Rehabilitation
- Airfield Drainage Rehabilitation
- Passenger Facility Charge (PFC) Preparation
- Terminal Building Renovations and Loading Bridge
- Relocate and Replace Rotating Beacon
- Acquire Snow Removal Equipment (2 Plows, 1 Cab Over Truck)
- Air Carrier Apron Rehabilitation
- General Aviation Apron Rehabilitation

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-Scheduled/On Demand Air Carrier Operators filing FAA Form 1800–31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional airports office located at: 1 Aviation Plaza, Airports Division, AEA–610, Jamaica, New York 11434.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Central West Virginia Regional Airport Authority.

Issued in Beckley, West Virginia on August 24, 2004.

**Larry F. Clark,**

*Manager, Beckley ADO, Eastern Region.*

[FR Doc. 04–20255 Filed 9–3–04; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Riverside County, CA

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public of its intent to prepare a Draft Environmental Impact Statement for a proposed realignment of State Route 79, from Domenigoni Parkway to Gilman Springs Road, in the cities of Hemet and San Jacinto, the community of Winchester and unincorporated Riverside, County, California.

**FOR FURTHER INFORMATION CONTACT:** Tay Dam, Senior Project Development Engineer, Federal highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, California, 90017. Telephone: (213) 202–3954. E-mail: [tay.dam@fhwa.dot.gov](mailto:tay.dam@fhwa.dot.gov) (and) Hideo Sugita, Deputy Executive Director, Riverside County Transportation Commission, P.O. Box 12008, Riverside, California 92502–2208. Telephone: (951) 787–7141. E-mail: [hsugita@rctc.org](mailto:hsugita@rctc.org).

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation, District 8, and the Riverside County Transportation Commission, will prepare an Environmental Impact Statement (EIS) to realign State Route (SR) 79 1.2 miles south of Domenigoni Parkway to Gilman Springs Road. The proposed realignment corridor to be evaluated is located east of the existing SR 79, through the community of Winchester, and west of the existing route as it passes through Hemet and San Jacinto.

A range of alignment alternatives will be analyzed in the EIS/EIR. Alignment alternatives in the western, central and eastern portions of the project area were identified through an alternatives analysis process described in detail in the Project Criteria and Alternatives Selection for Preliminary Agreement, dated June 22, 2004. These alignment alternatives will be analyzed. The western alignment begins at the southern project limit along Winchester

Road, approximately 1.2 miles south of Domenigoni Parkway. It continues north, crossing Domenigoni Parkway and Salt Creek Channel, 0.5 mile east of Winchester Road. The alignment then turns east and parallels Florida Avenue on the south before turning north, paralleling and then crossing the San Diego Canal near Esplanade Avenue. North of Esplanade Avenue, the western alignment continues in a northeast direction and splits into two (2) potential alignments, one following Odell Avenue and one paralleling the Casa Loma Canal, before reconnecting immediately south of the intersection of Sanderson Avenue and North Ramona Boulevard. The western alignment then continues north on Sanderson Avenue and crosses Ramona Expressway to the San Jacinto River.

The central alignment begins at the southern project limit along Winchester Road and continues in a northeast direction crossing Domenigoni Parkway and continuing east, paralleling Salt Creek Channel. It then travels north, east of the San Diego Canal. North of Devonshire Avenue, the central alignment will occur on top of Warren Road, west of Tres Cerritos Hills to Seventh Street. The alignment then heads northeast to parallel the Casa Loma Canal to Sanderson Avenue. Then the central alignment continues north, east of Sanderson Avenue, crosses Ramona Expressway to the northern project limit immediately south of San Jacinto River. The eastern alignment begins at the southern project limit along Winchester Road and continues north, turning northeast after crossing the Salt Creek Channel. The alignment continues northeast paralleling the railroad tracks until Sanderson Avenue. Northeast of the Hemet-Ryan Airport, the eastern alignment turns north in the vicinity of Sanderson Avenue. The alignment continues north along Sanderson Avenue and crosses Ramona Expressway to the San Jacinto River.

The above-described alignment alternatives will be further refined through efforts conducted under the National Environmental Policy Act (NEPA)/Section 404 of the Clean Water Act Memorandum of Understanding integrating the two processes, incorporating comments from the public scoping process, as well as analysis in technical studies. In addition to the build alternatives, a no-build alternative also will be analyzed in the EIS as required by NEPA. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who previously have expressed, or are