

comments received were used to modify the draft advisory circular.

DATES: Advisory Circular (AC) 23–22 was issued by the Manager, Small Airplane Directorate on January 27, 2005.

How To Obtain Copies: A paper copy of AC 23–22 may be obtained by writing to the U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse, SVC–121.23, Ardmore East Business Center, 3341Q 75th Avenue, Landover, MD 20785, telephone 301–322–5377, or by faxing your request to the warehouse at 301–386–5394. The AC will also be available on the Internet at <http://www.airweb.faa.gov/AC>.

Issued in Kansas City, Missouri on January 27, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–2802 Filed 2–11–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Glider Towing as a Restricted Category Special Purpose Flight Operation

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of availability of Federal Aviation Administration policy.

SUMMARY: This notice announces glider towing as a restricted category special purpose operation under Title 14 of the Code of Federal Regulations (14 CFR) § 21.25(B)(7), for aircraft type certificated under 14 CFR 21.25(a)(1).

DATES: This policy is effective upon publication of this notice.

FOR FURTHER INFORMATION CONTACT: Mr. Graham Long, AIR–110, Room 815, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267–3715, FAX: (202) 237–5340, or e-mail: 9-AWA-AIR110-GNL2@faa.gov.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) published proposed policy to include the flight operation of glider towing as a restricted category special purpose operation under Title 14 of the Code of Federal Regulations (14 CFR) § 21.25(b)(7). The comment period closed October 22, 2004. All comments received by the FAA were in favor of the policy. Accordingly, the Director of the Aircraft Certification Service specified, on behalf

of the Administrator, that glider towing is a restricted category special purpose flight operation, limited to civil-derived restricted category aircraft certificated under 14 CFR 21.25(a)(1). This action is believed to increase the number of glider tow aircraft available to glider clubs throughout the country, by making available to them aircraft that are currently certificated for other uses, such as agricultural spraying.

Dated: Issued in Washington, DC, on February 8, 2005.

Susan J. M. Cabler,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 05–2800 Filed 2–11–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2005–11]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

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 February 15, 2005.

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.

- *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 February 10, 2005.

Ida M. Klepper,

Acting Director, Office of Rulemaking.

Petitions for Exemption

Docket No.: FAA–2005–20226.

Petitioner: Avantair, Inc.

Section of 14 CFR Affected: 14 CFR § 91.1045.

Description of Relief Sought: To allow Avantair, Inc., to operate its 11 Piaggio P180 aircraft without a cockpit voice recorder installed and operational onboard those aircraft for a period of 30 days after the required date of February 17, 2005.

[FR Doc. 05–2863 Filed 2–10–05; 11:37 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: U.S. 127 N/S.R. 28, Cumberland and Fentress Counties, TN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Cumberland and Fentress Counties, Tennessee.

FOR FURTHER INFORMATION CONTACT: Mr. Brian K. Brasher, Acting Field Operations Team Leader, Federal Highway Administration—Tennessee Division Office, 640 Grassmere Park Road, Suite 112, Nashville 37211, Telephone: 615-781-5763

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Tennessee Department of Transportation (TDOT), will prepare an EIS on a proposal to improve U.S. 127/S.R. 28 in Cumberland and Fentress Counties, Tennessee. The proposed project will improve U.S. 127N/S.R. 28 between I-40 at Crossville and S.R. 62 at Clarkrange, a distance of approximately 14 miles. Improvements to the corridor are considered necessary to provide for existing and projected traffic demand, improve safety, and help achieve existing local and regional economic development goals.

Alternatives under consideration include (1) Taking no action; (2) widening the existing two-lane highway to five lanes along the existing alignment; (3) widening the existing two-lane highway to five lanes at the project beginning and end and widening to four lanes between the two proposed five-lane sections; and (4) constructing a four-lane section on new location west of the existing highway from north of Tabor Loop to south of Clear Creek then rejoining the existing highway alignment and improving it to four lanes to just south of Clarkrange, where it would transition to a new five-lane section along the existing roadway.

The alternatives development, screening process, Citizens' Resource Team input, and current project public involvement process will be incorporated into the NEPA process. A Public Involvement Plan has been developed to include the public in the project development process. The plan proposes utilizing the following outreach efforts to provide information and solicit input: Newsletters, the Internet, e-mail, informal meetings, public information meetings and other efforts as necessary and appropriate. As part of the scoping process federal, state, and local agencies and officials; private organizations; citizens; and interest groups will have an opportunity to provide input into the development of the EIS and identify issues of concern. It is anticipated that one formal agency scoping meeting will be held. A public hearing will be held upon completion of the Draft EIS and public notice will be given of the time and place of the hearing. A toll-free information line and a Web site have already been put in place for the project.

The Draft Environmental Impact Statement will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are identified and taken into account, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA contact person identified above at the address provided above.

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

Issued on: February 8, 2005.

Brian K. Brasher,

Acting Field Operations Team Leader.

[FR Doc. 05-2764 Filed 2-11-05; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2004-19185]

Notice of Request for Clearance of a New Information Collection: Bus Crash Causation Study

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice; request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995 (PRA), the FMCSA is announcing that the new information collection request described in this notice is being sent to the Office of Management and Budget (OMB) for review and approval. We are required under the PRA to send information collection requests to OMB. This information collection is related to a study of the causation of commercial motor vehicle crashes mandated by the Motor Carrier Safety Improvement Act of 1999. The bus study will fulfill the bus portion of this mandate and aid in the determination of the reasons for, and factors contributing to, serious bus crashes. The **Federal Register** notice announcing a 60-day comment period on this information collection was published on August 23, 2004 (69 FR 51879).

DATES: Please submit comments by March 16, 2005.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management

Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. Be sure to include the docket number appearing in the heading of this document on your comment. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you would like to be notified when your comment is received, you must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically.

FOR FURTHER INFORMATION CONTACT: Mr. Ralph Craft, Program Manager, Bus Crash Causation Study, (202) 366-0324, Office of Information Management, Analysis Division, Federal Motor Carrier Safety Administration, 400 7th Street SW., Suite 8214, Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Bus Crash Causation Study.

OMB Control Number: None.

Background: No national database exists that contains information describing the causes of, the reasons for, and the factors contributing to bus crashes. The purpose of the Bus Crash Causation Study is to gather this information for serious bus crashes. With this data, FMCSA and the States will be able to more effectively implement countermeasures to reduce the occurrence and severity of these crashes. The study is required under section 224 of the Motor Carrier Safety Improvement Act of 1999 (Public Law 106-159, 113 Stat. 1748 (December 9, 1999)). Buses are defined as vehicles designed or used to transport 9 to 15 people (including the driver) for compensation, or more than 15 people for any purpose.

The FMCSA will conduct a three-part bus crash causation study beginning in 2004. The three parts of the study are as follows: (1) Mining current databases, such as the Fatality Analysis Reporting System (FARS), Buses Involved in Fatal Accidents (BIFA) and Motor Carrier Management Information System (MCMIS) for causation factors; (2) evaluating insurance companies data to assess the quality, quantity and usefulness of bus crash causation data; and (3) collecting extensive data on a sample of crashes in the field. FMCSA field staff, FMCSA contractors and New Jersey State Police (NJSP) will collect more than 400 pieces of data on 50-100 crashes involving commercial buses in