

certification often present significant "unknowns" when it comes to such critical safety matters as life-limited parts and aircraft design. Thus, such aircraft often do not have the basis on which to build an aviation safety program that is effective and appropriate to ensure safe operations. A unit of government developing a proposal for an aviation safety program may find the information below helpful:

(1) *Generally*. Subpart E of FAR Part 91 prescribes the rules governing the maintenance, preventative maintenance, and alterations of U.S.-registered aircraft civil aircraft operating within and outside the United States. FAR § 91.403 states that the owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with FAR Part 39. FAR Part 39 describes the requirements for compliance to AD's issued by the FAA.

(2) *Inspection Programs*. Operators of large aircraft, turbojet multiengine airplanes, or turbopropeller powered multiengine airplanes, should select and use one of the four inspection program options outlined in FAR §§ 91.409 (e) and (f).

(i) For one of the four inspection program options, that identified in FAR § 91.409(f)(4), the inspection program submitted should be compared with the manufacturer's recommended program. Where there is no manufacturer's program, a time-tested program should be utilized. The program developed must provide a level of safety equivalent to or greater than that provided by the other inspection options identified in FAR, § 91.409(f).

(ii) For the other three inspection options outlined in FAR §§ 91.409 (e) and (f), the basis for the development of the inspection program or the instructions for continued airworthiness, including the detail of the parts and areas of the airplane to be inspected, is the manufacturer's recommendations. In the case of surplus military aircraft, the manufacturers provide this basic information to the specific military service that has contracted for the airplane. The military service then develops a reliability-centered maintenance program to meet its needs and environment which are often comparable to the continuous airworthiness maintenance programs developed by air carriers.

(iii) In many cases, manufacturers may be unwilling or unable to provide instructions for continued airworthiness for operation of the airplane in other than a military environment. Therefore, in keeping with existing policy as provided by the FAA, the only reasonable basis that for detailing the inspection criteria for the aircraft to be inspected, as required by FAR § 91.409(g)(1), is the scope and detail developed by the applicable military service.

(iv) In addition to the "field" level inspection requirements set forth in the military maintenance program, the "depot" level inspection requirements should also be included in any inspection program approved under FAR § 91.409(f)(4). The military "field" level maintenance is roughly equivalent to the civil terminology that air carriers use to describe "A, B or C" checks.

The military "depot" level maintenance is comparable to the "heavy C or D" checks used by air carriers. Some air carriers may use a numerical description verses the alphabetical identifier for inspection checks.

(v) The inspection frequency and program structure established by the military may not be appropriate for use in a civilian environment. Therefore, inspection frequency and program structure may require adjustment to meet the government operator's requirement. However, facts and sound judgment must form the basis for any inspection frequency adjustment beyond that which has been established for use by the military.

(vi) An alternate means of compliance for individual specific inspection requirements, in lieu of that which is called for in the military "field" or "depot" level programs, may be approved following evaluation of the applicant's inspection process instructions.

(vii) Revisions to an operator's existing approved inspection program can be requested by the Administrator in accordance with FAR § 91.415.

(3) *Persons Conducting Inspections and Maintenance*. The program proposed by the petitioner should include procedures to insure that inspections and maintenance tasks are performed by persons authorized by FAR §§ 43.5 and 43.7.

(4) *Modifications and Repairs*. The program must identify all major modifications and repairs accomplished since the aircraft was put into service. Additionally, all further modifications and major repairs will need to be approved in the same format as required for civil aircraft under the regulations.

#### 8. *Petition for Exemption*

a. *Procedure*. FAR § 11.25—contains the procedures to be followed by a unit of government seeking any kind of exemption. The petition for exemption should be submitted in duplicate to the Rules Docket (AGC-10), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Under FAR Part 11, petitions for exemption are published in the **Federal Register** for notice and comment period.

b. *Contents*. The petition for statutory exemption must set forth the text or substance of the statute from which the exemption is sought. (As noted above, Congress authorized exemptions from the *statute*—the Federal Aviation Act of 1958, as amended and recodified—rather than from the *regulations*). The petition for exemption must contain any information, views, or analysis available to the petitioner to show that the statutory requirements for granting an exemption have been met—i.e.:

(1) That the exemption is necessary to prevent an undue economic burden on the unit of government; and

(2) That the aviation safety program of the unit of government is effective and appropriate to ensure safe operations of the type of aircraft operated by the unit of government. Individuals drafting a petition for exemption on behalf of a unit of

government should familiarize themselves with FAR Part 11.

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BILLING CODE 4910-13-M

### Notice of Availability, Draft Environmental Impact Statement for the Proposed Master Plan Update at Seattle-Tacoma International Airport, Seattle, Washington

AGENCY: Federal Aviation Administration (FAA).

ACTION: Draft Environmental Impact Statement Notice of Availability.

**SUMMARY:** The Federal Aviation Administration (FAA) has released, for public and agency review, the Draft Environmental Impact Statement (DEIS) for the Master Plan Update at Seattle-Tacoma International Airport, Seattle, Washington. This document summarizes the anticipated environmental impacts of the proposed alternatives that include development of a new parallel runway, and additional terminal, landside and cargo facilities. All of the development alternatives will result in floodplain encroachment, wetland filling, stream relocation, property acquisition, as well as other impacts such as changes in noise and air quality.

**DATES:** In order to be considered, written comments must be received by Mr. Dennis G. Ossenkop, Federal Aviation Administration, Airports Division, 1601 Lind Ave. SW., Renton, WA 98055-4056, on or before August 3, 1995. Questions concerning the draft EIS should also be directed to Mr. Ossenkop.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) has released, for public and agency review, the Draft Environmental Impact Statement for the Master Plan Update at Seattle-Tacoma International Airport. This document summarizes the anticipated environmental impacts of the proposed alternatives that include development of a new parallel runway, and additional terminal, landside and cargo facilities. All of the development alternatives will result in floodplain encroachment, wetland filling, stream relocation, and property acquisition, as well as other impacts.

The FAA and the Port of Seattle (owner of the airport), as joint lead agencies, will host two Public Hearings concerning the proposed Master Plan Update alternatives. The first Public Hearing will be held from 1:00 PM to 10:00 PM on Thursday, June 1, 1995 at the Red Lion Hotel near Sea-Tac Airport, 18740 Pacific Highway South,

Seattle, Washington. Simultaneously, an open house/workshop will be conducted to give interested persons an opportunity to meet with representatives from the study team. The date, time and location of the second public hearing will be announced in a future notice.

The purpose of the Hearing is to consider the economic, social, and environmental effects of the proposed Master Plan Development. The public will be afforded the opportunity to present oral testimony and/or written testimony pertinent to the intent of the hearing. Individuals wishing to testify can obtain a pre-reserved testimony slot by calling the FAA at (206) 431-4993. The first half-hour of each hour of the Hearing will be allocated to pre-reserved testimony. Testimony from a group or agency representative will be limited to 5 minutes. All others will be given 3 minutes. Additional comments should be submitted no later than August 3, 1995, to Mr. Dennis Ossenkop, ANM-611, Federal Aviation Administration, Northwest Mountain Region, Airports Division, 1601 Lind Avenue, SW., Renton, WA 98055-4056.

Any person desiring to review the Draft Environmental Impact Statement may do so during normal business hours at the following locations:

- Federal Aviation Administration, Airports Division Regional Office, Room 540, 1601 Lind Avenue, SW., Renton, Washington.
- Port of Seattle, Aviation Planning, Terminal Building, 3rd Floor, Room 301, Sea-Tac Airport, Seattle, Washington.
- Port of Seattle, Second Floor Bid Counter, Pier 69, 2711 Alaskan Way, Seattle, Washington.
- Boulevard Park Library, 12015 Roseberg, South, Seattle, Washington.
- Burien Library, 14700-6th, SW., Burien, Washington.
- Des Moines Library, 21620-11th, South, Des Moines, Washington.
- Federal Way Library, 34200-1st South, Federal Way, Washington.
- Foster Library, 4205 South 142nd, Tukwila, Washington.
- Seattle Library, 1000-4th Avenue, Seattle, Washington.
- Tacoma Public Library, 1102 Tacoma Avenue, South, Tacoma, Washington.
- University of Washington, Suzallo Library, Government Publications, Seattle, Washington.
- Valley View Library, 17850 Military Road, South, SeaTac, Washington.

Issued in Renton, Washington on April 14, 1995.

**Lowell H. Johnson,**

*Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.*

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**BILLING CODE 4910-13-M**

**Aviation Rulemaking Advisory Committee; Meeting**

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

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss general aviation operations issues.

**DATES:** The meeting will be held on May 16, 1995, at 9:30 a.m.

**ADDRESSES:** The meeting will be held at the Aircraft Owners and Pilots Association, 421 Aviation Way, Frederick, MD.

**FOR FURTHER INFORMATION CONTACT:** Mr. Louis C. Cusimano, Assistant Executive Director for General Aviation Operations, Flight Standards Service (AFS-800), 800 Independence Avenue, SW., Washington, DC 20591. Telephone: (202) 267-8452; FAX: (202) 267-5094.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to discuss general aviation operations issues. This meeting will be held on May 16, 1995, at 9:30 a.m., at the Aircraft Owners and Pilots Association, 421 Aviation Way, Frederick MD. The agenda for this meeting will include status reports from the part 103 (Ultralight Vehicles) Working Group and the VHF Navigation and Communications Working Group. In addition, the IFR Fuel Requirements/Destination and Alternate Weather Minimums Working Group will present a concept briefing at the meeting, and the ARAC members will vote whether or not the working group should begin drafting a recommendation. Members of the public may contact Cindy Herman, ARM-108, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-7627, fax (202) 267-5075 to obtain a copy of the briefing prior to the meeting.

Attendance is open to the interested public but may be limited to the space available. The public must make

arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on April 18, 1995.

**Louis C. Cusimano,**

*Assistant Executive Director for General Aviation Operations, Aviation Rulemaking Advisory Committee*

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**BILLING CODE 4910-13-M**

**Aviation Rulemaking Advisory Committee Meeting**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee to discuss rotorcraft issues, current rulemaking actions, and future activities and plans.

**DATES:** The meeting will be held on May 12, 1995, 8 a.m. Arrange for oral presentations by April 28, 1995.

**ADDRESSES:** The meeting will be held at the FAA Southwest Regional Office, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137-0110.

**FOR FURTHER INFORMATION CONTACT:** Ms. Barbara Herber, Office of Rulemaking, Aircraft & Airport Rules Division, ARM-200, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3498.

**SUPPLEMENTARY INFORMATION:** The referenced meeting is announced pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II). The agenda will include:

- Status reports on:
  - Final rules resulting from the ARAC recommendations on "Occupant Protection" Notice of Proposed Rulemaking (NPRM) 94-8 (59 FR 17156) and "Rotorcraft Regulatory Changes Based on European Joint Airworthiness Requirements" NPRM 94-36 (59 FR 67068).
  - Status of the development of a recommendation regarding Class D external loads.
  - Progress on the efforts to identify new upper weight/passenger limits