

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Summary Notice No. PE-97-42]

**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 (14 CFR part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Ch. I), 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 4, 1997.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Heather Thorson (202) 267-7470 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part II of the Federal Aviation Regulations (14 CFR part 11).

Issued in Washington, DC, on August 11, 1997.

**Donald P. Byrne,**  
*Assistant Chief Counsel for Regulations.*

**Petitions for Exemption**

*Docket No.:* 28952.  
*Petitioner:* Minebea Technologies PTE Ltd.

*Sections of the FAR Affected:* 14 CFR 119.5(h).

*Description of Relief Sought:* To permit Minebea Technologies PIT Ltd., the holder of a 14 CFR part 125 operating certificate authorizing noncommon or private carriage to and from the United States, to operate its McDonnell Douglas DC-10 aircraft outside the United States under a cargo wet lease agreement with Thai Airways.

*Docket No.:* 26490.  
*Petitioner:* Delta Air Lines, Inc.  
*Sections of the FAR Affected:* 14 CFR 121.310(m).

*Description of Relief Sought:* To permit Delta Air Lines to operate certain Lockheed L-1011-385-3 aircraft that have more than a 60-foot distance between emergency exits.

*Docket No.:* 28974.  
*Petitioner:* The Ask First Society.  
*Sections of the FAR Affected:* 14 CFR 91.319(a) (1) and (2).

*Description of Relief Sought:* To permit The Ask First Society to conduct pilot and flight instructor training in experimental gyroplanes for compensation or hire.

**Dispositions of Petitions**

*Docket No.:* 26302.  
*Petitioner:* FlightSafety International.  
*Sections of the FAR Affected:* 14 CFR 135.293; 135.297; 135.299; 135.377 (a) (2) and (3), and (b)(2); 135.339 (a)(2), (b), and (c); and appendix H to part 121.

*Description of Relief Sought/Disposition:* To permit FlightSafety International (FSI) to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check the pilot of part 135 certificate holders that contract with FSI for training. *Grant, 7/29/97, Exemption No. 5241G.*

*Docket No.:* 26067.  
*Petitioner:* SimuFlite Training International.

*Sections of the FAR Affected:* 14 CFR 135.293; 135.297; 135.299; 135.337 (a) (2) and (3), and (b)(2); 135.339 (a) (2), (b), and (c); and appendix H to part 121.

*Description of Relief Sought/Disposition:* To permit SimuFlite to use its qualified instructor pilots or pilot check airmen in approved simulators to train and check pilots of part 135 certificate holders that contract with

SimuFlite for training. *Grant, 7/29/97, Exemption No. 5187E.*

*Docket No.:* 28846.  
*Petitioner:* SouthCentral Air.  
*Sections of the FAR Affected:* 14 CFR 121.359(g).

*Description of Relief Sought/Disposition:* To permit SouthCentral to operate certain Beechcraft 1900C aircraft with oxygen masks that are not equipped with installed microphones. *Grant, 7/29/97, Exemption No. 6596C.*

*Docket No.:* 24541.  
*Petitioner:* Boeing Commercial Airplane Group.  
*Sections of the FAR Affected:* 14 CFR 91.611.

*Description of Relief Sought/Disposition:* To permit Boeing to conduct ferry flights with one engine inoperative on its Boeing 707, 720, 727, and 747 aircraft without obtaining a special ferry permit. *Grant, 7/29/97, Exemption No. 4467F.*

*Docket No.:* 26721.  
*Petitioner:* Regional Airline Association.  
*Sections of the FAR Affected:* 14 CFR 135.63(a)(4) and subparts E, G, and H of part 135.

*Description of Relief Sought/Disposition:* To permit Regional Airline Association-member airlines and other similarly situated air carriers to train, check, and qualify flight crewmembers in accordance with 14 CFR 121.681 and 121.683; subparts N and O of part 121; and appendixes E, F, and H to part 121. *Grant, 7/29/97, Exemption No. 5450C.*

*Docket No.:* 28781.  
*Petitioner:* United Airlines, Inc.  
*Sections of the FAR Affected:* 14 CFR 121.438(a)(1).

*Description of Relief Sought/Disposition:* To permit United Airlines, Inc., to allow time as second-in-command (SIC) pilots that have fewer than 100 hours of flight time as SIC in part 121 operations in the type of airplanes being flown to perform takeoffs and landings at airports designated as special airports. *Denial, 7/24/97, Exemption No. 6662.*

[FR Doc. 97-21726 Filed 8-14-97; 8:45 am]  
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Johnston, Rhode Island****AGENCY:** Federal Highway Administration (FHWA), RIDOT.**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 development of Improved Highway Access to the Environmental Management District of Western Johnston and Cranston.

**FOR FURTHER INFORMATION CONTACT:** Dan Berman, Assistant Division Administrator, Federal Highway Administration, 380 Westminster Mall, Room 547, Providence, RI, 02903, Telephone: (401) 528-4560. OR Edmund T. Parker, Jr., P.E., Chief Design Engineer, Rhode Island Department of Transportation, 2 Capitol Hill, Room 231-D, Providence, RI, 02903, Telephone: (401) 277-4911.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Resource Recovery Corporation (RIRRC), will prepare the Environmental Impact Statement (EIS) for the development of Improved Highway Access to the Environmental Management District of Western Johnston and Cranston.

This EIS will investigate scientific and engineering studies and other activities necessary to determine the environmental and socioeconomic impacts of various alternative routing scenarios to improve the highway access to the Environmental Management District.

Improved highway access is deemed necessary because of the high volume of heavy truck traffic generated daily by the industries located there. There are currently between 1,200 and 1,500 one-way trips into the District by heavy trucking to serve the Central Landfill and the Materials Recycling Facility, both of which are operated by the Rhode Island Resource Recovery Corporation, nine private waste management firms, and a number of heavy industry waste management satellite firms, all of which are located in the Environmental Management District.

It is expected that the daily volume of heavy trucking into and out of the District will expand appreciably and steadily into the foreseeable future. Most of the truck traffic is currently utilizing Rhode Island Route 14 (Plainfield Pike), which is also rapidly developing as a commercial artery. The objective of this project is to determine the best route, if any, alternative to the existing principal access now provided by Plainfield Pike. This would accommodate the increasing volume of heavy trucking safely and efficiently and eliminate or minimize the negative impacts of such heavy industrial trucking on the commercial and retail

development potential of Plainfield Pike.

A cursory review of the project area and existing roadways was performed using the 1996 Aerial Topographic Mapping provided by the RIRRC, and USGS Quadrangle Maps. This review identified three (3) different options for an improved access roadway to the site with enough merit to be considered for further evaluations. The following paragraphs give a brief discussion of each option.

**Option No. 1—No Build/Green Hill Avenue and Shun Pike**

This option would consist of maintaining the current infrastructure as it is today. The industrial park site currently can be accessed by commercial vehicles from Plainfield Pike (Rte 14) via Green Hill Road and Shun Pike. Both of these roadways do not have the structural capacity to support the proposed traffic volumes from the industrial park at build-out. Therefore, Green Hill Avenue, a section of Shun Pike from Green Hill Avenue to the proposed industrial park, and the access roadway would be maintained as two (2) twelve foot (12') travel lanes with paved shoulders and would be structurally upgraded from their present capacity.

**Option No. 2—New Access Roadway From Comstock Parkway to Site**

This option would consist of constructing a roadway on new location from the intersection of the Plainfield Pike and Comstock Parkway in a northerly direction to the industrial park site. The roadway would travel somewhat parallel to the Simmons Lower Reservoir, then cross between the Simmons Upper and Lower Reservoirs at an existing earthen causeway and then turn north to Shun Pike.

**Option No. 3—New Diamond Interchange at I-295 and Scituate Avenue**

This option would consist of constructing new I-295 northbound "on" and "off" ramps and new I-295 southbound "on" and "off" ramps at the existing Scituate Avenue overpass to create a new "Diamond" style interchange. Also, Scituate Avenue will be reconstructed from the interchange to the site; and on the easterly side of the interchange, Scituate Avenue would be broken into two (2) segments by installing two (2) new cul-de-sacs. Finally, a section of Shun Pike would be reconstructed to provide better access to the Central Landfill.

A scoping meeting to discuss the environmental impacts will be held on

Wednesday September 15, 1997, from 9:00 am to 12:00 am, in the Rhode Island Resource Recovery Corporation Board Room. Written comments received will be incorporated into this NEPA scoping process.

In addition, a public hearing will be held in June 1998 to receive verbal comments regarding the Environmental Impact Statement. Public notice will be given of the time and place of the public hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To provide that a full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions regarding this scoping session are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the Rhode Island Department of Transportation at the above address.

**Dan Berman,**

*Assistant Division Administrator, Federal Highway Administration.*

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. 97-052; Notice 1]

**Notice of Receipt of Petition for Decision That Nonconforming 1996-1997 Ducati 748 Biposto Motorcycles Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1996-1997 Ducati 748 Biposto motorcycles are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1996-1997 Ducati 748 Biposto motorcycles that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is September 15, 1997.