

**ACTION:** Notice of request to release airport property.

**SUMMARY:** The FAA proposes to rule and invites public comment on the release of land at the University of Oklahoma Westheimer Airport under the provisions of Section 125 and 751 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21) and Section 352 of Public Law 106-346 (FY-2001 Department of Transportation Appropriation Act).

**DATES:** Comments must be received on or before June 18, 2001.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Edward Agnew, Manager, Federal Aviation Administration, Southwest Region, Airports Division, Arkansas/Oklahoma Airports Development Office, ASW-630, Fort Worth, Texas 76193-0630.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David L. Boren, President at the following address: The University of Oklahoma, Office of the President, 660 Parington Oval, Evans Hall, Room 110, Norman, OK 73019.

**FOR FURTHER INFORMATION CONTACT:** Mr. Dave Hellen, Program Manager, Federal Aviation Administration, Oklahoma City Airports District Office, 5909 Phillip J. Rhoads Avenue, Oklahoma City, Oklahoma 73008.

The request to release property may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comments on the request to release property at the University of Oklahoma Westheimer Airport, Norman, Oklahoma under the provisions of the AIR-21 and Public Law 106-346.

On April 2, 2001, the FAA received a proposal with supporting information requesting release of property at the University of Oklahoma Westheimer Airport. The proposal meets the requirements of section 751 of AIR-21 and section 352 of Public Law 106-346. FAA may approve the request, in whole or in part, at the conclusion of the comment period.

The following is a brief overview of the request:

The University of Oklahoma requests the release of approximately 200 acres of airport property identified as "Parcels II, III and IV" from the terms and conditions represented in Surplus Property and Grant Agreements. The release of property will permit the University of Oklahoma to derive

proceeds from the use, operation and disposal of the land to construct and establish with the National Oceanic and Atmospheric Administration and the National Weather Service a weather facility.

Any person may inspect the University's request in person at the FAA office listed above under **FOR**

**FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person by contacting the University of Oklahoma.

Issued in Fort Worth, Texas on April 27, 2001.

**Naomi L. Saunders,**  
Manager, Airports Division.

[FR Doc. 01-12487 Filed 5-16-01; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Associate Administrator for Commercial Space Transportation; Notice of Availability of a Draft Environmental Assessment (EA) for Proposed Issuance of a Launch Operator License (LOL) or Launch Specific Licenses to Sea Launch Limited Partnership (SLLP)**

**AGENCY:** Federal Aviation Administration (FAA), Associate Administrator for Commercial Space Transportation (AST).

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with Executive Order 12114, the implementation of which is guided by the National Environmental Policy Act (NEPA), the FAA is initiating a 30-day public review and comment period of a Draft Environmental Assessment (EA) for proposed issuance of a launch operator license (LOL) or launch specific licenses to Sea Launch Limited Partnership (SLLP). If issued, the LOL would authorize SLLP to conduct, within certain launch parameters, up to eight commercial launches per year for five years without having to apply for a separate license for each launch. These launches would all be equatorial and would use azimuths between 82.6° and 97.4°, inclusive, originating from the SLLP Launch Platform (LP) at 0° latitude and 154° West (W) longitude, which is 425 kilometers (266 miles) from Kiritimati (Christmas Island) in the Kiribati Island Group in the Pacific Ocean. This Draft EA also addresses the proposed issuance of a launch-specific license for the launch of a Galaxy IIC

payload as well as other proposed launch specific licenses within the defined azimuth range and other specified launch parameters should the proposed LOL not be issued or be delayed. As a foreign entity in which a U.S. citizen has a controlling interest, in order to conduct commercial launch operations SLLP must obtain a license from FAA. Copies of the draft document are available through AST's Website (<http://ast.faa.gov/>) or by contacting Ms. Michon Washington at the address listed below.

**DATES:** The official comment period will begin with publication of this Notice of Availability. The comment period will end June 18, 2001.

**FOR FURTHER INFORMATION CONTACT:** Questions about the license applicant's proposed action and the Draft EA may be addressed to Ms. Michon Washington, Office of the Associate Administrator for Commercial Space Transportation, Space System Development Division, Suite 331/AST-100, 800 Independence Avenue SW., Washington, DC 20591; email [michon.washington@faa.gov](mailto:michon.washington@faa.gov) or phone (202) 267-9305. Written comments regarding the Draft EA should be sent to the same mailing address.

*Additional Information:* Under the license applicant's proposed action, the FAA would issue a license to SLLP to conduct (1) Up to eight launches per year over a five-year period, for a maximum of 40 launches; (2) from a launch site at 0° latitude and 154° W longitude; (3) within a range of launch azimuths from 82.6° to 97.4°, inclusive; (4) using a Zenit-3SL launch vehicle; and (4) transporting specified classes of payloads. The FAA is also evaluating the possibility of issuing a launch-specific license to SLLP for the launch of Galaxy IIC, as well as other potential launch-specific licenses (not to exceed eight per year) as necessary should the proposed LOL not be issued or be delayed. The proposed launch-specific licenses would authorize SLLP to conduct specific launches (1) From a launch site at 0° latitude and 154° W longitude; (2) for a launch along an azimuth of 90.0°; (3) using a Zenit-3SL launch vehicle; and (4) transporting specified classes of payloads.

The FAA is considering six alternatives to the license applicant's proposed action. Three of these alternatives were briefly considered and dismissed as not fulfilling the purpose and need of the proposed action. They include: (1) Increasing the annual number of launches to a range of up to 12 per year; (2) using a range of azimuths from 70° to 110° (identified as

possible azimuths for GSO launches); (3) launching along a range of azimuths between 82.6° and 97.4° but avoiding specific azimuths within this range that would overfly any nation's National Park or National Reserve. Two alternatives were carried forward and considered in detail in the Draft EA including: (1) Launching along a range of azimuths between 82.6° and 97.4° but avoiding any azimuth that would overfly any of the Oceanic Islands (Galapagos Islands, Cocos Island, and Malpelo Island) and (2) launching along a range of azimuths between 82.6° and 97.4° but avoiding any azimuths that overfly the Galapagos Islands. The No Action Alternative was also considered in detail. Under the No Action alternative, FAA would not issue a LOL to SLLP. SLLP would continue to prepare and submit launch-specific applications for individual licenses to launch up to six satellites per year, including appropriate environmental analyses and documentation to support launch-specific applications when required.

Potential impacts of the license applicant's proposed action were analyzed in the Draft EA. Potential environmental impacts of successful launch vehicle flight include impacts to the geology, oceanography, atmospheric processes, and biological communities within the overflight and stage and fairing deposition areas. Additionally, possible impacts to commercial activities in these areas were analyzed. Potential environmental impacts of three failed mission scenarios were also considered including: (1) Possible failure at the launch platform, (2) possible failure during Stage I and Stage II flight over open ocean, and (3) possible failure during Upper Stage flight over the ocean, Oceanic Islands, or South America. Finally, potential environmental impacts associated with the avoidance of the Oceanic Islands alternative and the avoidance of the Galapagos Islands alternative were also analyzed. The impacts of the No Action Alternative would be the same as those addressed in the FAA's Final Environmental Assessment for the Sea Launch Project (February 11, 1999).

Potential cumulative impacts of each phase of the launch operation associated with eight SLLP launches per year for five years, or a maximum of 40 proposed launches, over the broader range of azimuths of the license applicant's proposed action are also addressed in the Draft EA.

Based on the Draft EA, FAA will determine whether there are potentially significant impacts requiring preparation of an Environmental Impact

Statement (EIS) or whether to issue a Final EA and Environmental Finding Document finding no significant impact.

Dated: May 11, 2001.

**Herb Bachner,**

*Manager, Space Systems Development Division.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### [Summary Notice No. PE-2001-38]

#### Petitions for Exemption; Summary of Dispositions of Petitions Issued

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

**ACTION:** Notice 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 dispositions of certain petitions previously received. 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 petitioner or its final disposition.

**FOR FURTHER INFORMATION CONTACT:** Forest Rawls (202) 267-8033, Sandy Buchanan-Sumter (202) 267-7271, or Vanessa Wilkins (202) 267-8029, 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 May 14, 2001.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Disposition of Petitions

*Docket No.:* 29725.

*Petitioner:* Federal Express Corporation.

*Section 14 CFR Affected:* 14 CFR 121.417(c)(2)(i).

*Description of Relief Sought/Disposition:* To provide FedEx relief from the requirement that each flight crewmember perform hands-on emergency drills and operate certain emergency equipment every 24 months during recurrent training.

*Denial, 04/30/2001, Exemption No. 7521.*

*Docket No.:* FAA-2001-9228.

*Petitioner:* Bridger Aviation Services, Inc.

*Section 14 CFR Affected:* 14 CFR 135.143(2)(2).

*Description of Relief Sought/Disposition:* To permit Bridger to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

*Grant, 04/26/2001, Exemption No. 7519.*

*Docket No.:* FAA-2001-8745.

*Petitioner:* Caribou Air Service.

*Section 14 CFR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/Disposition:* To permit Caribou to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

*Grant, 04/26/2001, Exemption No. 7518.*

*Docket No.:* FAA-2001-8743.

*Petitioner:* Beaver Air Taxi, LLC.

*Section of 14 CFR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/Disposition:* To permit Beaver Air to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

*Grant, 04/26/2001, Exemption No. 7517.*

*Docket No.:* FAA-2001-9043.

*Petitioner:* Horizon Air Industries, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.344(a)(14), (a)(29), (a)(33), (a)(40), (a)(44), and (a)(54).

*Description of Relief Sought/Disposition:* To permit Horizon and all similarly situated air carriers to operate the Bombardier CL-600-2C10 airplane without recording the parameters listed in § 121.344(a)(14), (a)(29), (a)(33), (a)(40), (a)(44), and (a)(54) within the ranges, accuracies, resolutions, and recording intervals specified in appendix M to part 121.

*Denial, 04/27/2001, Exemption No. 7520.*

*Docket No.:* 28855.

*Petitioner:* Offshore Logistics, Inc.

*Section of 14 CFR Affected:* 14 CFR 135.152(a).

*Description of Relief Sought/Disposition:* To amend Exemption No. 6714, as amended, which permits Offshore to operate certain helicopters under part 135 without an approved digital flight data recorder installed on each helicopter. By (1) changing the name of the exemption holder from Offshore Logistics, Inc., to Air Logistics, L.L.C., and (2) updating the list of helicopters covered by the exemption.

*Grant, 05/04/2001, Exemption No. 6714C.*

*Docket No.:* FAA-2001-8738.

*Petitioner:* DHL Airways, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.344(b)(3).

*Description of Relief Sought/Disposition:* To allow DHL to operate two Airbus 300B4-200 series airplanes (Registration Nos. N367DH and N366DH) without installing in each the airplane the required digital flight data recorder.

*Grant, 05/04/2001, Exemption No. 7522.*

*Docket No.:* FAA-2000-8423.

*Petitioner:* Alaska Flying Network.

*Section of 14 CFR Affected:* 14 CFR 135.251, 135.255, 135.353, and appendixes I and J of part 121.

*Description of Relief Sought/Disposition:* To permit AFN to conduct no more than four local sightseeing flights at an airport in the vicinity of Kenai, AK, as part of a raffle to