

Conformity Determination (DGCD) and Draft Section 106 Historic Resources Report will be available for public review beginning January 21, 2005. The DEIS details the proposed development of two new runways, terminal facilities, and related facilities at Washington Dulles International Airport (IAD), Dulles, Virginia.

The U.S. Army Corps of Engineers (USACE) is a cooperating federal agency, having jurisdiction by law because the proposed federal action has the potential for significant wetland impacts.

The DEIS presents the purpose and need for the proposed project, a comprehensive analysis of the alternatives to the proposed project, including the no-action alternative and potential environmental impacts associated with the proposed development of two new air carrier runways and related improvements at IAD.

In accordance with section 176(c) of the Federal Clean Air Act, FAA has assessed whether the air emissions that would result from FAA's action in approving the proposed projects conform with the State Implementation Plan (SIP). This assessment is contained in the Draft Air Quality General Conformity Determination.

Pursuant to the Coastal Zone Management Act of 1972, as amended, this project is being evaluated for consistency with the Virginia Coastal Program. Section 306(d)(14) of the CZMA requires public participation in the Federal consistency review process.

The Public Workshops/Hearings are also being conducted pursuant to MWAA's 1987 Programmatic Memorandum of Agreement with the Virginia State Historic Preservation Officer and the Advisory Council on Historic Preservation (as regards Section 106 of the National Historic Preservation Act of 1966—36 CFR 800).

The FAA encourages all interested parties to provide comments concerning the scope and content of the DEIS, Draft Air Quality General Conformity Determination and Draft Section 106 Historic Resources Report. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agencies aware of the viewer's interests and concerns using quotations and other specific references to the text of the DEIS and related documents. Matters that could have been raised with

specificity during the DEIS comment period may not be considered if they are raised later in the decision making process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

Comments from interested parties on the DEIS and related documents are encouraged and may be presented verbally or in writing at the Public Information Meetings and/or Public Hearings or may be submitted in writing to the FAA at the address listed in the section entitled **FOR FURTHER INFORMATION CONTACT**. The comment period will close on March 7, 2005.

Issued in Dulles, Virginia, on January 7, 2005.

**Terry Page,**

*Manager, Washington Airports District Office, Federal Aviation Administration.*

[FR Doc. 05-855 Filed 1-13-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2005-4]

#### Petitions for Exemption; Dispositions of Petitions Received

**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 the disposition 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 petition or its final disposition.

**FOR FURTHER INFORMATION CONTACT:** Tim Adams (202) 267-8033, or 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 January 7, 2005.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

#### Dispositions of Petitions

*Docket No.:* FAA-2004-17186.

*Petitioner:* Mr. John C. Kline.

*Section of 14 CFR Affected:* 14 CFR 121.383(c).

*Description of Relief Sought/*

*Disposition:* To permit Mr. John C. Kline to act as a pilot in operations conducted under part 121 after reaching his 60th birthday. *Denial, 12/10/2004, Exemption No. 8458.*

*Docket No.:* FAA-2003-14879.

*Petitioner:* AFTA, Inc. (formerly Xtrajet, Inc.)

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

*Description of Relief Sought/*

*Disposition:* To permit AFTA, Inc. (formerly Xtrajet, Inc.) to operate its Gulfstream G-1159 aircraft without installing the flight data recorder required by the regulation. *Denial, 12/14/2004, Exemption No. 8044A*

*Docket No.:* FAA-2000-8436.

*Petitioner:* William J. Hughes Technical Center.

*Section of 14 CFR Affected:* 4 CFR 91.117(a), 91.119(c), 91.159(a), and 91.303(e).

*Description of Relief Sought/*

*Disposition:* To permit the William J. Hughes Technical Center to conduct flight operations in support of its research and development projects without meeting certain Federal Aviation Administration regulations governing aircraft speed, minimum safe altitudes, cruising altitudes for flights conducted under visual flight rules, and aerobatic flight. *Grant, 12/10/2004, Exemption No. 6883C.*

*Docket No.:* FAA-2004-19151.

*Petitioner:* Middle Tennessee State University.

*Section of 14 CFR Affected:* 14 CFR 61.65(a)(1).

*Description of Relief Sought/*

*Disposition:* To permit students enrolled in the Middle Tennessee State University FAA-approved pilot school curriculum that utilizes the FAA/ Industry Training Standards Private/ Instrument Syllabus for Technically Advanced Piston Aircraft-Single Engine Land and who hold only a Student Pilot certificate to take concurrently the private pilot and instrument rating practical tests, subject to certain conditions and limitations. *Grant, 12/10/2004, Exemption No. 8456*

*Docket No.:* FAA-2004-19417.

*Petitioner:* Lufthansa Cargo AG.

*Section of 14 CFR Affected:* 14 CFR 61.77(a).

*Description of Relief Sought/*  
*Disposition:* To permit pilots employed by Lufthansa Cargo AG to be eligible for the issuance of special purpose pilot authorizations under part 61, subject to certain conditions and limitations.  
*Grant, 12/10/2004, Exemption No. 8437A*

*Docket No.:* FAA–2002–14105.  
*Petitioner:* Mr. Michael S. Friedman.  
*Section of 14 CFR Affected:* 14 CFR 91.109(a).

*Description of Relief Sought/*  
*Disposition:* To permit Mr. Michael S. Friedman to conduct certain flight instruction and simulated instrument flights to meet the recent experience requirements in Beechcraft Bonanza, Baron, and Travel Air airplanes equipped with a functioning throwover control wheel in place of functioning dual controls. *Grant, 12/03/2004, Exemption No. 7950A*

*Docket No.:* FAA–2000–8179.  
*Petitioner:* M7 Aerospace LP.  
*Section of 14 CFR Affected:* 14 CFR 91.531(a)(3).

*Description of Relief Sought/*  
*Disposition:* To permit M7 Aerospace LP (M7) to conduct production and experimental test flights in SA227–CC and SA227–DC Metro 23 airplanes without a pilot designated as a second in command (SIC). In addition, it permits all operators of M7 commuter category airplanes (SA227–C, SA227–DC, and other airplanes on the same type certificate) to conduct flight operations without a designated SIC, provided the airplane is type certificated for single-pilot operations and is carrying nine or fewer passengers. *Grant, 12/03/2004, Exemption No. 5367H*

*Docket No.:* FAA–2004–19517.  
*Petitioner:* Island Helicopter.  
*Section of 14 CFR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Island Helicopter to operate its Robinson R–22 helicopter under part 135 without a TSO–C112 (Mode S) transponder installed on those aircraft. *Grant, 12/06/2004, Exemption No. 8454*

*Docket No.:* FAA–2002–13966.  
*Petitioner:* St. Charles Flying Service, Inc.

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

*Description of Relief Sought/*  
*Disposition:* To permit Island Helicopter to operate its Robinson R–22 helicopter under part 135 without a TSO–C112 (Mode S) transponder installed on those aircraft. *Grant, 12/06/2004, Exemption No. 8454.*

*Docket No.:* FAA–2002–13966.

*Petitioner:* St. Charles Flying Service, Inc.

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

*Description of Relief Sought/*  
*Disposition:* To permit St. Charles Flying Service, Inc., to operate certain aircraft under part 135 without a TSO–C112 (Mode S) installed on those aircraft. *Grant, 12/06/2004, Exemption No. 7929A.*

*Docket No.:* FAA–2004–19759.  
*Petitioner:* Dassault Aviation.  
*Section of 14 CFR Affected:* 14 CFR 121.344a and 135.152(h).

*Description of Relief Sought/*  
*Disposition:* To permit Dassault Aviations' future operators of the Dassault Falcon 2000EX EASy and Falcon 900EX EASy airplanes the ability to operate newly manufactured airplanes without three of the required flight recorder parameters fully operational. *Denial, 12/23/2004, Exemption No. 8459.*

*Docket No.:* FAA–2000–8419.  
*Petitioner:* Department of the United States Air Force.

*Section of 14 CFR Affected:* 14 CFR 91.209(a)(1) and (b).

*Description of Relief Sought/*  
*Disposition:* To permit the United States Air Force to conduct counternarcotics aircrew flight training operations in support of drug law enforcement and drug traffic interdiction, without lighted aircraft position or anticollision lights. *Grant, 12/23/2004, Exemption No. 5305F.*

*Docket No.:* FAA–2001–9618.  
*Petitioner:* Department of the United States Air Force.

*Section of 14 CFR Affected:* 14 CFR 91.209(a) and (b).

*Description of Relief Sought/*  
*Disposition:* To permit the United States Air Force to conduct helicopter night-vision flight training operations without lighted aircraft position lights at or below 500 feet above ground level. *Grant, 12/23/2004, Exemption No. 5891D.*

*Docket No.:* FAA–2004–19718.  
*Petitioner:* Southern Air, Inc.  
*Section of 14 CFR Affected:* 14 CFR 121.434(c)(1)(ii).

*Description of Relief Sought/*  
*Disposition:* To permit Southern Air, Inc., to substitute a qualified and authorized check airman in place of an Federal Aviation Administration inspector to observe a qualifying pilot in command who is completing initial or upgrade training specified in § 121.424 during at least one flight leg that includes a takeoff and a landing. *Grant, 12/29/2004, Exemption No. 8464.*

*Docket No.:* FAA–2004–19692.

*Petitioner:* Mission Mountain Flying Service.

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

*Description of Relief Sought/*  
*Disposition:* To permit Mission Mountain Flying Service to operate their aircraft, Registration No. N58441, Serial No. U20602604, with any TSO–C74b transponder or TSO–C74c transponder. *Grant, 01/04/2005, Exemption No. 8466.*

*Docket No.:* FAA–2004–19926.  
*Petitioner:* Northern Air Cargo, Inc.  
*Section of 14 CFR Affected:* 14 CFR 121.356(a) and (c).

*Description of Relief Sought/*  
*Disposition:* To permit Northern Air Cargo, Inc., to operate one cargo Boeing 727 airplane, Registration No. N992AJ, Serial No. 19428, and one cargo Douglas DC–6 airplane, Registration No. N6174C, Serial No. 44075, from January 1, 2005 until February 1, 2005, that is not equipped with an approved TCAS II traffic alert and collision avoidance system and the appropriate class of Mode S transponder, subject to compliance with certain conditions and limitations. *Grant, 12/30/2004, Exemption No. 8462.*

*Docket No.:* FAA–2004–19881.  
*Petitioner:* Mr. Edward J. Tarver III.  
*Section of 14 CFR Affected:* 14 CFR 91.109(a).

*Description of Relief Sought/*  
*Disposition:* To permit Mr. Edward J. Tarver III to conduct certain flight training in certain Beechcraft Bonanza/Debonair/Baron airplanes that equipped with a functioning throwover control wheel, subject to certain conditions and limitations. *Grant, 12/29/2004, Exemption No. 8465.*

*Docket No.:* FAA–2001–10267.  
*Petitioner:* Carver Aero, Inc.  
*Section of 14 CFR Affected:* 14 CFR 135.421(a).

*Description of Relief Sought/*  
*Disposition:* To permit Carver Aero, Inc., to operate a Piper PA–23–250 aircraft under part 135 without having overhauled the engine at the interval recommended by the manufacturer, as required by regulation. *Denial, 12/29/2004, Exemption No. 8463.*

*Docket No.:* FAA–2000–8186.  
*Petitioner:* Sound Flight, Inc.  
*Section of 14 CFR Affected:* 14 CFR 135.203(a)(1).

*Description of Relief Sought/*  
*Disposition:* To permit Sound Flight, Inc., to conduct operations under visual flight rules at an altitude below 500 feet, over water, outside controlled airspace. *Grant, 12/29/2004, Exemption No. 6428D.*

*Docket No.:* FAA–2000–8009.  
*Petitioner:* Alaska Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.44(a) and SFAR 58, paragraph 6(b)(3)(ii)(A).

*Description of Relief Sought/Disposition:* To permit Alaska Airlines, Inc., to meet line check requirements using an alternative line check program. *Grant, 12/29/2004, Exemption No. 6043F.*

*Docket No.:* FAA–2001–8987.

*Petitioner:* The Boeing Company.

*Section of 14 CFR Affected:* 14 CFR 91.515(a)(1).

*Description of Relief Sought/Disposition:* To permit the Boeing Company to conduct noise measurement tests, Ground Proximity Warning System research and development, and aircraft certification tests at altitudes less than 1,000 feet above the surface or 1,000 feet from any mountain, hill, or other obstruction outside of daytime only conditions, subject to certain conditions and limitations. *Grant, 12/29/2004, Exemption No. 4783I.*

*Docket No.:* FAA–2000–7991.

*Petitioner:* ATA Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.434(c)(1)(ii).

*Description of Relief Sought/Disposition:* To permit ATA Airlines, Inc., to observe a qualifying pilot in command who is completing initial or upgrade training specified in § 121.424 during at least one flight leg that includes a takeoff and a landing. *Grant, 12/29/2004, Exemption No. 7491B.*

[FR Doc. 05–795 Filed 1–13–05; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE–2005–5]

#### 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 3, 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 January 7, 2005.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

#### Petitions for Exemption

*Docket No.:* FAA–2004–19350.

*Petitioner:* Aero Sports Connection, United States Ultralight Association, and North American Powered Parachute Federation.

*Section of 14 CFR Affected:* 14 CFR 103.1(e)(1).

*Description of Relief Sought:* To allow Aero Sports Connection, United States Ultralight Association, and North American Powered Parachute

Federation to conduct certain studies that would increase the 254 pounds (empty weight) limitation for ultralight vehicles.

[FR Doc. 05–796 Filed 1–13–05; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application 05–04–C–00–LYH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lynchburg Regional Airport, Lynchburg, VA

**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 Lynchburg Regional Airport (LYH) under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before February 14, 2005.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Mark Courtney, Airport Director, Lynchburg Regional Airport of the City of Lynchburg at the following address: City of Lynchburg, Lynchburg Regional Airport, 4308 Wards Road, Lynchburg, Virginia 24502.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the public agency full name under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Terry J. Page, Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166, Telephone: 703–661–1354. 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 Lynchburg Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158). On