

FOR FURTHER INFORMATION CONTACT: Mr. Pat Mullen (816-329-4128), Small Airplane Directorate (ACE-111), Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; 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 August 8, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2003-15305-1.

Petitioner: Explorer Aircraft, Inc.

Section of 14 CFR Affected: 14 CFR part 23, § 23.562.

Description of Relief Sought: Explorer Aircraft, Inc. seeks exemption from 14 CFR 23.562 for the Eagle 150B-23 model. The Eagle 150B-23 meets the requirements for a JAR-VLA class aircraft. The aircraft has a gross weight of 1433 pounds (650 Kgs) and a flaps down stall speed of 45 knots or less. The exemption will permit the Eagle 150B-23 aircraft to receive a normal category Part 23 type certification as required for NVFR operations with the increased level of safety afforded by a Part 23 certified aircraft.

[FR Doc. 03-20676 Filed 8-12-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2003-45]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition 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 a certain petition seeking relief from specified requirements of 14 CFR. 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 2, 2003.

ADDRESSES: Send comments on the petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2003-15420 at the beginning of your comments. If you wish to receive confirmation that the FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Madeleine Kolb (425-227-1134), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Ave SW., Renton, WA 98055-4056; 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 August 6, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2003-15420.

Petitioner: EMBRAER Empresa Brasileira de Aeronáutica S/A.

Section of 14 CFR Affected: 14 CFR 25.831(g).

Description of Relief Sought: Exemption of EMBRAER ERJ-170 airplanes from the requirement of 14 CFR 25.831(g) to limit the humidity level of the cabin to a vapor pressure of less than 27 millibars in the event of improbable failure conditions.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Yellowstone County, Montana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Yellowstone County, Montana.

FOR FURTHER INFORMATION CONTACT: Dale Paulson, Program Development Engineer, Federal Highway Administration, 2880 Skyway Drive, Helena, Montana 59602, Telephone: (406) 449-5302, ext. 233; or Fred Bente, Consultant Design, Montana Department of Transportation, 2701 Prospect Avenue, P.O. Box 201001, Helena, Montana 59620-1001, Telephone: (406) 444-7634.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Montana Department of Transportation will prepare an environmental impact statement (EIS) on a proposal to construct a bypass route north of Billings in Yellowstone County, Montana. The proposed bypass route would be located north of the Billings Logan International Airport between Interstate 94 (I-94) and Montana Highway 3 (MT 3), a distance of approximately 24 km (15 miles), and would include connections to I-94, Highway 312, US 87, and MT 3.

Improvements to the corridor are considered necessary to improve the Camino-Real International Trade Corridor and alleviate congestion on a number of principal arterial streets in northeast Billings. The bypass could also help to improve air quality in the Billings urban area, which is currently designated as a non-attainment area for carbon monoxide (CO), by reducing stopping and idling times for traffic.

Alternatives under consideration include (1) taking no action; (2) constructing a new bypass route.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. An extensive public involvement process will be conducted to solicit views and comments from the appropriate agencies and interested private organizations and citizens. The process will include a Billings Bypass Advisory Committee,