

acceptable data contained in AC 43.13-1B, Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair. The intent of the new policy would be to reduce the need for field approvals for alterations to certain non-pressurized aircraft without reducing the level of safety. The new policy would reduce the workload on the Flight Standards Districts Office inspectors and reduce the waiting time for FAA approval.

#### Comments Invited

The FAA is requesting comments on the proposed policy change and on other matters related to the subject AC. Comments, recommendations, new data, or corrections should indicate the appropriate AC chapter, page, and paragraph number when possible. Indicate on your comments that they are for Advisory Circular 43.13-2A, Acceptable Methods, Techniques, and Practices—Aircraft Alterations.

An electronic copy of the current AC 43.13-2A is available on the FAA's "Regulatory Guidance Library" Web site at <http://www.airweb.faa.gov/rgl> or by contacting the individual under **FOR FURTHER INFORMATION CONTACT**.

Dated: Issued in Washington, DC on May 28, 2004.

**John M. Allen,**

*Deputy Director, Flight Standards Service.*

[FR Doc. 04-12987 Filed 6-8-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Land at Santa Maria Public Airport, Santa Maria, CA

**AGENCY:** Federal Aviation Administration, Department of Transportation.

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

**SUMMARY:** The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the release of approximately 10.339 acres of airport property at Santa Maria Public Airport, Santa Maria, California, from all restrictions of the surplus property agreement. The purpose of the release is to authorize the sale of the property to permit redevelopment of the land for non-aeronautical purposes and use of the sale proceeds for airport purposes.

**DATES:** Comments must be received on or before July 9, 2004.

**ADDRESSES:** Comments on this application may be mailed or delivered

in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division AWP-620, Federal Register Comment, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, one copy of the comment must be mailed or delivered to Gary Rice, General Manager, Santa Maria Public Airport District, 3217 Terminal Drive, Santa Maria, CA 93455-1899, telephone (805) 922-1726.

#### FOR FURTHER INFORMATION CONTACT:

Tony Garcia, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale California 90261, telephone (310) 725-3634 and FAX (310) 725-6849. The Santa Maria Public Airport release request information may be reviewed in person by appointment at this same location or at the Santa Maria Public Airport, Santa Maria, California by contacting Gary Rice.

**SUPPLEMENTARY INFORMATION:** In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition imposed on a federally obligated airport's interest in surplus property.

The following is a brief overview of the request:

The Santa Maria Public Airport District requested a release from surplus property agreement obligations for approximately 10.339 acres of airport land at Santa Maria Public Airport, Santa Maria, California, originally acquired from the United States for airport purposes. The land is composed of three adjoining parcels located on the north side of the airport adjacent to West Fairway Drive on the south and A Street on the west. The property is currently undeveloped, without structural improvements, and located in an area zoned for light industrial. The parcels are surrounded by non-aeronautical-use land and are separated from the airfield by several roadways, a flood control canal, and a golf course. The airport wishes to sell the land because property cannot be used for airport purposes. The property's redevelopment for non-aeronautical purposes will comply with local zoning and FAA compatible land-use requirements. The parcel will be sold at fair market value based on the land's appraised value, which will provide the airport with needed revenue for airport improvement and development, thereby providing a tangible and direct benefit to the airport and civil aviation.

Issued in Hawthorne, California, on May 13, 2004.

**John Lott,**

*Manager, Safety and Standards Branch, Airports Division, Western-Pacific Region.*

[FR Doc. 04-12990 Filed 6-8-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Intent To Prepare a Joint Environmental Impact Statement/ Environmental Impact Report and Hold Scoping Meetings for Ontario International Airport, Ontario, CA

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

**ACTION:** Notice to hold one (1) public scoping meeting and one (1) governmental and public agency scoping meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a joint Environmental Impact Statement/ Environmental Impact Report will be prepared for development recommended by the Master Plan for Ontario International Airport, Ontario, California. To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Mendelsohn, Environmental Protection Specialist, AWP-621.6, Southern California Standards Section, Federal Aviation Administration, Western-Pacific Region, PO Box 92007, Los Angeles, California 90009-2007, Telephone: (310) 725-3637. Comments on the scope of the EIS/EIR should be submitted to the address above and must be received no later than 5 p.m. Pacific Daylight Time, on Monday, September 13, 2004.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) in cooperation with the city of Los Angeles, California, will prepare a joint Environmental Impact Statement/ Environmental Impact Report for future development recommended by the Master Plan for Ontario International Airport (ONT). The need to prepare an Environmental Impact Statement (EIS) is based on the procedures described in FAA Order 5050.4A, *Airport Environmental Handbook*.

ONT is a commercial service airport located within a standard metropolitan statistical area and the proposed airside

development includes relocation of the runways, separation of the runways, extension of a runway and construction and/or relocation of taxiway(s). The proposed landside improvements include additional terminals, additional gates, construction and/or expansion of parking lots, construction and/or expansion of access roads, construction, expansion and/or relocation of the existing surface transportation center, construction, expansion and/or relocation of the general aviation facilities, construction, expansion and/or relocation of airport maintenance area, construction, expansion and/or relocation of an airport administration facility, construction, expansion and/or relocation of aircraft safety facility (aircraft rescue and firefighting (ARFF) facility). The proposed project also may include an airport people mover (APM). The area around the airport contains non-compatible land uses in terms of aircraft noise; and the proposed development is likely to be controversial.

Significant growth in the demand for air travel through 2030 is expected in the ONT service area. The Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan (RTP) predicts a doubling of regional passenger demand by 2030 and predicts that air cargo demand will more than triple. The RTP proposes to accommodate this growth at outlying airports rather than expansion of Los Angeles International Airport (LAX). The proposed LAX Master Plan supports this concept and plans to modernize facilities but to maintain the airport capacity at about 78 Million Annual Passengers (MAP). Other airports in the region also are constrained from growth, generally by either the limitations of their facilities or by court settlements that restrict growth to control environmental impacts to surrounding residents. The RTP relies on the Ontario International Airport to accommodate a larger share of the total regional passenger and air cargo demand in the future than it currently accommodates (6 to 6.5 million passengers used ONT in 2003) to serve this growing regional demand. The ONT Master Plan development alternatives, therefore, propose airport improvements that can accommodate passenger growth to 30 million Annual Passengers or the estimated capacity of the two existing dependent runways.

The city of Los Angeles, pursuant to the California Environmental Quality Act of 1970 (CEQA) also will prepare an Environmental Impact Report (EIR) for the proposed development. In an effort to eliminate unnecessary duplication

and reduce delay, the document to be prepared, will be a joint EIS/EIR in accordance with the President's Council on Environmental Quality Regulations described in 40 Code of Federal Regulations, Sections 1500.5 and 1506.2.

The Joint Lead Agencies for the preparation of the EIS/EIR will be the Federal Aviation Administration and the city of Los Angeles, California.

The following master planning development alternatives and the No Action/No Project Alternative are proposed to be evaluated in the EIS/EIR as described below:

*No Action/No Project Alternative*—The No Action/No project Alternative represents the conditions that would occur at ONT without comprehensive Master Plan improvements. This alternative will not include any new facilities or improvements to existing facilities other than those that have independent utility, are unconnected actions to comprehensive Master Plan improvements and have (or are) undergoing separate environmental review. When forecasted operations are realized, current facilities would not provide an acceptable level of service to accommodate this increased passenger demand.

*Alternative 1*—Linear expansion of existing passenger terminals and aircrafts apron (gates) on the north side of the airport, relocation of both runways to the south and east to create additional terminal area circulation, separation of the runways and construction of a center taxiway between north and south runways to improve airfield efficiency and safety, construction of structured auto parking lots, construction/expansion of terminal access roads, relocation and/or expansion of the existing ground transportation center, construction of additional economy parking lots, relocation and/or expansion of employee parking lot, expansion and/or relocation of general aviation facilities, expansion and/or relocation of airport maintenance area, construction and/or relocation of an airport administration facility, expansion/construction/relocation of aircraft safety facility (aircraft rescue and firefighting (ARFF) facility), impact to some existing south side facilities, an airport people mover (APM) system may be constructed, surface transportation improvements may be constructed, land acquisition of approximately 33 acres, construction of new parallel taxiways, relocation of existing parallel taxiways and construction/relocation of connector taxiways.

*Alternative 2*—Linear expansion of the existing passenger terminals on the north side of the airport, construction of a passenger terminal on the south side of the airport, no relocation of runways, extension of south runway to the east, relocation of Taxiway S, construction of structured auto parking lots, construction/expansion of terminal access roads including new ground access facilities for the new south terminal, relocation and/or expansion of the existing ground transportation center, construction of additional economy parking lots, relocation and/or expansion of employee parking lot, expansion and/or relocation of general aviation facilities, expansion and/or relocation of airport maintenance area, construction and/or relocation of an airport transportation administration facility, expansion/construction/relocation of aircraft safety facility (aircraft rescue and firefighting (ARFF) facility), an airport people mover (APM) system may be constructed, surface transportation improvements may be constructed, impacted to many of the existing south side facilities and land acquisition of approximately 220 acres.

Comments and suggestions are invited from Federal, State, and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Written comments and suggestions concerning the scope of the EIS/EIR may be mailed to the FAA informational contact listed above and must be received no later than 5 p.m. Pacific Daylight Time, on than Monday, September 13, 2004.

*Public Scoping Meetings:* The FAA and LWA will jointly hold one (1) public and one (1) governmental agency scoping meeting to solicit input from the public and various Federal, State and local agencies that have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. A scoping meeting specifically for governmental and public agencies will be held on Tuesday, July 13, 2004, from 1 p.m. to 3 p.m., Pacific Daylight Time at the Ontario International Airport, Lobby of Terminal Building 1 (Old Terminal), Ontario, California 91761. The public scoping meeting will be held at the same location on Tuesday, July 13, 2004, from 6 p.m. to 9 p.m. Pacific Daylight Time.

Issued in Hawthorne, California on Friday May 28, 2004.

**Mickael Agaibi,**

*Acting Manager, Airports Division, Western-Pacific Region, AWP-600.*

[FR Doc. 04-12986 Filed 6-8-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2004-37]

#### 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 June 29, 2004.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Number FAA-2004-17831 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 20590-0001.

- *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](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:** Pat Siegrist (425-227-2126), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Ave., SW., Renton, WA 98055-4056; or John Linsenmeyer (202-267-5174), 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 June 3, 2004.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

*Docket No.:* FAA-2004-17831.

*Petitioner:* Bombardier Aerospace.

*Sections of 14 CFR Affected:* 14 CFR 25.813(e).

*Description of Relief Sought:* To allow installation of doors in partitions between compartments occupied by passengers in the BD-100-1A10 aircraft used for corporate transport.

[FR Doc. 04-12973 Filed 6-8-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2004-36]

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

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

**ACTION:** Notice of disposition of prior petition.

**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:** Susan Boylon (425-227-1152), Transport Airplane Directorate (ANM-113), Federal Aviation Administration,

1601 Lind Ave., SW., Renton, WA 98055-4056; or John Linsenmeyer (202-267-5174), Office of Rulemaking (ARM-207), 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 June 3, 2004.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Disposition of Petitions

*Docket No.:* FAA-2004-17909.

*Petitioner:* The Boeing Company.

*Sections of 14 CFR Affected:* 14 CFR 25.301, 25.303, 25.305, and 25.901(c).

*Description of Relief Sought/*

*Disposition:* To permit type certification of the modification to the thrust reverser type design of Pratt & Whitney powered Boeing Model 777 airplanes, which is described in the background section of the exemption, without a complete showing of compliance. These requirements relate to the structural strength, deformation and failure of the thrust reverser inner wall panels during a rejected takeoff related thrust reverser deployment at high engine power.

*Time-Limited Partial Grant of Exemption, 05/26/2004, Exemption No. 8329.*

[FR Doc. 04-12974 Filed 6-8-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application 04-03-C-00-TVC To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Cherry Capital Airport, Traverse City, MI

**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 Cherry Capital Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before July 9, 2004.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174.

In addition, one copy of any comments submitted to the FAA must