

training for each contracting part 121 certificate holder. It also permits certain ANC simulator instructors and check airmen to serve in advanced simulators without being employed by the contracting certificate holder for at least 1 year.

Grant, May 29, 1996, Exemption No. 5894A

Docket No.: 27690

Petitioner: Atlas Air, Inc.

Sections of the FAR Affected: 14 CFR appendix H to part 121

Description of Relief Sought/

Disposition: To extend Exemption No. 5888, as amended, which permits Atlas Air, Inc. (Atlas) to provide initial or upgrade training and checking in a Phase II (Level C) simulator and allow certain experienced pilots and flight engineers who have received training in a Phase II simulator to become Boeing 747 seconds in command in accordance with the training and checking provisions permitted under Phase III (Level D) of appendix H to part 121. This exemption also permits Atlas to conduct initial training in a Phase II simulator for pilots in command who have been approved by Atlas' Principal Operations Inspector.

Grant, May 29, 1996, Exemption No. 5888C

Docket No.: 28132

Petitioner: Washington State

Department of Transportation

Sections of the FAR Affected: 14 CFR 61.118

Description of Relief Sought/

Disposition: To allow the Washington State Department of Transportation to reimburse private pilots who volunteer in its search and rescue program for their fuel and oil expenses incurred while performing search and rescue training and operations.

Partial grant, May 24, 1996, Exemption No. 6442

Petitioner: Ameriflight, Inc.

Sections of the FAR Affected: 14 CFR 21.197(c)(2)

Description of Relief Sought/

Disposition: To allow the issuance of a special flight permit with continuing authorization to Ameriflight, Inc., for aircraft that are operated and maintained in accordance with §§ 135.411(a)(1) and 135.419, "Approved aircraft inspection program."

Denial, April 18, 1996, Exemption No. 6422

[FR Doc. 96-17166 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Bellevue, King County, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised Notice of Intent (ref. 12-1-94, FR Vol. 59, No.230)

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that the purpose and scope of the Environmental Impact Statement proposed in the notice published in the Federal Register of December 1, 1994, has been substantially modified. The original NOI stated that an environmental impact statement (EIS) would be prepared for a proposed modification to a freeway interchange in King County, Washington, and that the modification would include realignment of the NE 8th St./I-405 interchange and implementation of a one-way couplet along NE 8th and NE 10th Streets." The scope of the proposed EIS will be expanded to include other alternatives that would add or modify access points on I-405 from NE 4th Street to NE 10th Street and improve traffic circulation between I-405 and downtown Bellevue.

FOR FURTHER INFORMATION CONTACT:

Gene K. Fong, Federal Highway Administration, Evergreen Plaza Building, 711 South Capital Way, Suite 501, Olympia, Washington 98501, Telephone: (360) 753-9554; Robert D. Aye, Acting Region Administrator, Washington State Department of Transportation, Northwest Region, 15700 Dayton Avenue North, Seattle, Washington 98133-9710, Telephone: (206) 440-4691; Hank Howard, City of Bellevue Transportation Department, P.O. Box 90012, Bellevue Washington 98009-9012, Telephone: (202) 455-6867.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation and the City of Bellevue, Washington, will prepare an environmental impact statement (EIS) on a proposal to modify I-405 access to and from downtown Bellevue. The proposed improvements are considered necessary to accommodate the existing and projected traffic demand between downtown Bellevue and I-405, to relieve existing traffic congestion at the I-405/NE 8th Street freeway interchange, and to support improved high-occupancy-vehicle (HOV) access and usage.

Three build alternatives and a no-action alternative are presently under consideration. One build alternative

would modify the interchange to provide I-405 access to NE 10th Street and to modify I-405 access from NE 8th Street. This alternative would include new ramps connecting NE 10th Street with I-405 and modifications to the existing ramps connecting NE 8th Street to I-405. It would also convert NE 8th and NE 10th Streets from I-405 to Bellevue Way to a one-way couplet system (both streets have two-way traffic at present) and provide for additional lanes at the intersection of NE 8th Street and 116th Avenue. This alternative was the only build alternative under consideration when the original Notice of Intent was issued. The second build alternative would widen the NE 8th Street/I-405 overpass, modify the existing southbound I-405 off-ramp at NE 8th Street, and construct a new HOV/transit interchange at NE 6th Street/I-405. NE 8th Street and the I-405 overpass would be widened from west of 112th Avenue to east of 116th Avenue to include an additional eastbound lane and provide for dual left turn lanes at the NE 8th Street/116th Avenue intersection. The existing southbound I-405 off-ramp to westbound NE 8th Street would also be modified to divert traffic to NE 10th Street. In conjunction with this ramp modification, 112th Avenue would be widened from NE 8th Street to NE 10th Street. The alternative would construct new ramps to the proposed I-405 inside HOV lanes at NE 6th Street and remove the existing HOV restrictions at NE 4th Street and I-405. The third build alternative would construct a new two-way viaduct over I-405 connecting NE 8th Street to NE 10th Street, provide I-405 access to and from NE 10th Street, and modify an existing I-405 on-ramp at NE 8th Street. The new two-way viaduct, with one lane in each direction, would connect NE 8th Street east of 116th Avenue to NE 10th Street at 112th Avenue. The existing southbound to westbound I-405 off-ramp at NE 8th Street would be relocated to NE 10th St. A new on-ramp would be constructed on NE 10th Street to provide new access to southbound I-405. In addition, NE 10th Street would be widened between 112th and 110th Avenue. The existing westbound to southbound I-405 on-ramp at NE 8th would be modified to accommodate these changes.

This EIS is being prepared because City of Bellevue officials believe that the project could have significant impacts related to land use and development and to visual quality. Although air quality is an issue of concern, no significant air quality impact are

anticipated from project implementation.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, affected tribes, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. An open house and new public scoping meeting was held on June 27th, 1996 to provide information and seek public input on the proposed alternatives. An open house and public hearing will be held to receive comments on the draft EIS after it is circulated. The draft EIS will be available for public and agency review and comment prior to the public hearing. Public notice will be given of the time and place of the open house and hearing and the availability of the draft EIS.

To assure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS, or requests to be added to the mailing list should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 26, 1996.

José M. Miranda,
Environmental Program Manager Olympia,
Washington.

[FR Doc. 96-17132 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement: Sarpy and Cass Counties, NE

AGENCY: Federal Highway Administration (FHWA), Nebraska Department of Roads (NDOR).

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplement to a final environmental impact statement will be prepared for a proposed highway project in Sarpy and Cass Counties, Nebraska.

FOR FURTHER INFORMATION CONTACT:

Philip E. Barnes, PE, Operations Engineer, Federal Highway Administration, Room 220, 100 Centennial Mall North, Lincoln, Nebraska 68508-3851, Phone: (402) 437-5971

Mr. Arthur Yonkey, Project Development Engineer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, Nebraska 68509, Phone: (402) 479-4795

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the NDOR, will prepare a supplement to the final environmental impact statement (EIS) on a proposal to improve U.S. Highway 75 in Sarpy and Cass Counties, Nebraska. The original EIS for the improvements (FHWA-Neb-EIS-73-11-F) was approved on June 6, 1979. The proposed improvements to U.S. 75 will provide a divided four-lane, limited access highway along existing alignment between the towns of Nebraska City and Bellevue, Nebraska for a distance of about 48 km (29.8 miles). Improvements to the corridor are considered necessary to provide for existing and projected traffic demand and improve upon high accident locations.

The NDOR and FHWA have determined that a supplement to the EIS will be required for the 20 km (12.5 mile) segment from Murray (N-1) to Bellevue (Fairview Road) segment of the U.S. 75 improvements studied in 1994. The supplement will identify those aspects of the project that have changed, as well as those aspects of the existing environmental setting, that have changed since the FEIS was filed 16 years ago. Since the 1979 EIS, the concept is proposed to be revised as follows:

- Murray (N-1) to south edge of Plattsmouth—changed to a four lane rural expressway on existing alignment;
- Through Plattsmouth—suburban signalized four lane expressway; and
- North of Plattsmouth to Bellevue (Fairview Road)—retain four lane highway but increase access control to that of a freeway with access points (Interchanges) at Bay Road and north of LaPlatte Road.

This alternative, a bypass to the west of Plattsmouth, and no action (retain 1979 preferred alternative) are currently being considered.

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 interest in this proposal.

An agency scoping meeting was held on April 22, 1996. A public scoping meeting will not be held. Public notice will be given of the time and place of the public hearing. This draft supplemental EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues relating to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or the Nebraska Department of Roads at the addresses provided above.

Philip E. Barnes,

Operations Engineer.

[FR Doc. 96-17133 Filed 7-3-96; 8:45 am]

BILLING CODE 4910-22-M

Commercial Vehicle Information Systems and Networks (CVISN) Model Deployment Program

AGENCY: Federal Highway Administration (FHWA).

ACTION: Request for application (RFA).

SUMMARY: The FHWA is soliciting applications for the CVISN Model Deployment Program. CVISN are information systems that support commercial vehicle operations (CVO). This includes information systems owned and operated by governments, motor carriers, and other stakeholders. CVISN is not a new national information system, but rather a way for existing systems to exchange information through the use of standards and the United States commercially available communications infrastructure. CVISN will enable government agencies, the motor carrier industry, and other parties engaged in commercial vehicle operations, safety, and regulation to exchange information and conduct business transactions electronically. The objectives of CVISN include the following elements:

- a. Distribution of safety information to computers at the roadside to target high risk carriers;
- b. Use of license plate reader(s) at roadside to electronically identify commercial vehicles and carriers to check safety information;
- c. Electronic collection of inspection data from the roadside and uploading to SAFETynet;
- d. Electronic application for credentials by motor carriers;
- e. Interfacing of State systems to the International Registration Plan (IRP) clearinghouse;
- f. Interfacing of State systems to the International Fuel Tax Agreement (IFTA) clearinghouse; and
- g. Electronic clearance at fixed and/or mobile sites.

This RFA has been sent to all State agencies that have major responsibilities for the State transportation system,