certification often present significant "unknowns" when it comes to such critical safety matters as life-limited parts and aircraft design. Thus, such aircraft often do not have the basis on which to build an aviation safety program that is effective and appropriate to ensure safe operations. A unit of government developing a proposal for an aviation safety program may find the information below helpful:

- (1) Generally. Subpart E of FAR Part 91 prescribes the rules governing the maintenance, preventative maintenance, and alterations of U.S.-registered aircraft civil aircraft operating within and outside the United States. FAR § 91.403 states that the owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with FAR Part 39. FAR Part 39 describes the requirements for compliance to AD's issued by the FAA.
- (2) Inspection Programs. Operators of large aircraft, turbojet multiengine airplanes, or turbopropeller powered multiengine airplanes, should select and use one of the four inspection program options outlined in FAR §§ 91.409 (e) and (f).
- (i) For one of the four inspection program options, that identified in FAR § 91.409(f)(4), the inspection program submitted should be compared with the manufacturer's recommended program. Where there is no manufacturer's program, a time-tested program should be utilized. The program developed must provide a level of safety equivalent to or greater than that provided by the other inspection options identified in FAR, § 91.409(f).
- (ii) For the other three inspection options outlined in FAR §§ 91.409 (e) and (f), the basis for the development of the inspection program or the instructions for continued airworthiness, including the detail of the parts and areas of the airplane to be inspected, is the manufacturer's recommendations. In the case of surplus military aircraft, the manufacturers provide this basic information to the specific military service that has contracted for the airplane. The military service then develops a reliability-centered maintenance program to meet its needs and environment which are often comparable to the continuous airworthiness maintenance programs developed by air carriers.
- (iii) In many cases, manufacturers may be unwilling or unable to provide instructions for continued airworthiness for operation of the airplane in other than a military environment. Therefore, in keeping with existing policy as provided by the FAA, the only reasonable basis that for detailing the inspection criteria for the aircraft to be inspected, as required by FAR § 91.409(g)(1), is the scope and detail developed by the applicable military service.
- (iv) In addition to the "field" level inspection requirements set forth in the military maintenance program, the "depot" level inspection requirements should also be included in any inspection program approved under FAR § 91.409(f)(4). The military "field" level maintenance is roughly equivalent to the civil terminology that air carriers use to describe "A, B or C" checks.

The military "depot" level maintenance is comparable to the "heavy C or D" checks used by air carriers. Some air carriers may use a numerical description verses the alphabetical identifier for inspection checks.

- (v) The inspection frequency and program structure established by the military may not be appropriate for use in a civilian environment. Therefore, inspection frequency and program structure may require adjustment to meet the government operator's requirement. However, facts and sound judgment must form the basis for any inspection frequency adjustment beyond that which has been established for use by the military.
- (vi) An alternate means of compliance for individual specific inspection requirements, in lieu of that which is called for in the military "field" or "depot" level programs, may be approved following evaluation of the applicant's inspection process instructions.
- (vii) Revisions to an operator's existing approved inspection program can be requested by the Administrator in accordance with FAR § 91.415.
- (3) Persons Conducting Inspections and Maintenance. The program proposed by the petitioner should include procedures to insure that inspections and maintenance tasks are performed by persons authorized by FAR §§ 43.5 and 43.7.
- (4) Modifications and Repairs. The program must identify all major modifications and repairs accomplished since the aircraft was put into service. Additionally, all further modifications and major repairs will need to be approved in the same format as required for civil aircraft under the regulations.

8. Petition for Exemption

- a. *Procedure.* FAR § 11.25—contains the procedures to be followed by a unit of government seeking any kind of exemption. The petition for exemption should be submitted in duplicate to the Rules Docket (AGC-10), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Under FAR Part 11, petitions for exemption are published in the **Federal Register** for notice and comment period.
- b. Contents. The petition for statutory exemption must set forth the text or substance of the statute from which the exemption is sought. (As noted above, Congress authorized exemptions from the statute—the Federal Aviation Act of 1958, as amended and recodified—rather than from the regulations). The petition for exemption must contain any information, views, or analysis available to the petitioner to show that the statutory requirements for granting an exemption have been met—i.e.:
- (1) That the exemption is necessary to prevent an undue economic burden on the unit of government; and
- (2) That the aviation safety program of the unit of government is effective and appropriate to ensure safe operations of the type of aircraft operated by the unit of government. Individuals drafting a petition for exemption on behalf of a unit of

government should familiarize themselves with FAR Part 11.

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Notice of Availability, Draft Environmental Impact Statement for the Proposed Master Plan Update at Seattle-Tacoma International Airport, Seattle, Washington

AGENCY: Federal Aviation Administration (FAA).

ACTION: Draft Environmental Impact Statement Notice of Availability.

SUMMARY: The Federal Aviation Administration (FAA) has released, for public and agency review, the Draft **Environmental Impact Statement (DEIS)** for the Master Plan Update at Seattle-Tacoma International Airport, Seattle, Washington. This document summarizes the anticipated environmental impacts of the proposed alternatives that include development of a new parallel runway, and additional terminal, landside and cargo facilities All of the development alternatives will result in floodplain encroachment, wetland filling, stream relocation, property acquisition, as well as other impacts such as changes in noise and air quality.

DATES: In order to be considered, written comments must be received by Mr. Dennis G. Ossenkop, Federal Aviation Administration, Airports Division, 1601 Lind Ave. SW., Renton, WA 98055–4056, on or before August 3, 1995. Questions concerning the draft EIS should also be directed to Mr. Ossenkop.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has released, for public and agency review, the Draft Environmental Impact Statement for the Master Plan Update at Seattle-Tacoma International Airport. This document summarizes the anticipated environmental impacts of the proposed alternatives that include development of a new parallel runway, and additional terminal, landside and cargo facilities. All of the development alternatives will result in floodplain encroachment, wetland filling, stream relocation, and property acquisition, as well as other impacts.

The FAA and the Port of Seattle (owner of the airport), as joint lead agencies, will host two Public Hearings concerning the proposed Master Plan Update alternatives. The first Public Hearing will be held from 1:00 PM to 10:00 PM on Thursday, June 1, 1995 at the Red Lion Hotel near Sea-Tac Airport, 18740 Pacific Highway South,