

is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on June 27, 2005.

**Judith D. Street,**

*FAA Information Systems and Technology Services, ABA-20.*

[FR Doc. 05-13079 Filed 6-30-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Federal Aviation Administration (FAA) Policy for Provisional Type Certificates

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

**ACTION:** Notice of availability and requests for public comment.

**SUMMARY:** This notice announces the availability of and request comments on the proposed policy for the issuance of provisional type certificates (TCs) as prescribed by Title 14 of the Code of Federal Regulations (14 CFR) 21.81.

**DATES:** Comments must be received on or before August 30, 2005.

**ADDRESSES:** Send all comments on the proposed policy for provisional TCs to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Certification Procedures Branch, AIR-110, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Victor Powell, AIR-110. You may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Victor Powell, Aerospace Engineer, Federal Administration, Aircraft Certification Service, Aircraft Engineering Division, Certification Procedures Branch, AIR-110, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9564, fax (202) 237-5340, or E-mail: [9-awa-air110-vp12@faa.gov](mailto:9-awa-air110-vp12@faa.gov).

**SUPPLEMENTARY INFORMATION:**

### Comments Invited

You are invited to comment on the proposed policy by sending written data, views, or arguments to the above address. Comments received on the proposed policy may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all communications received on or before the closing date before issuing the final policy.

### Background

The FAA's Aircraft Certification Service (AIR) are proposing to revise current guidance used by the Aircraft Certification Offices (ACOs) to evaluate applications for provisional TCs for inclusion into the next revision of FAA Order 8110.4, "Type Certification." As such, to ensure the adequacy of the guidance and compliance with the provisional type certification requirements (14 CFR part 21.81), this proposed guidance would help to ensure a standardized process for the evaluation and issuance of a provisional TC for aircraft and aircraft engines. The standardized guidance will help by ensuring (1) all ACOs have the same expectations for safety, and (2) the applicants are treated equally and consistently no matter where their applications are submitted for our evaluation.

### How to Get Copies

You can get a copy of the proposed guidance from the Internet at <http://www.faa.gov/Certification/Aircraft/DraftDoc/Comments.htm>, by selecting Draft Policy memos. You may also request a copy from Victor Powell, AIR-110 (see the section **FOR FURTHER INFORMATION CONTACT**).

Dated: Issued in Washington, DC on June 27, 2005.

**Susan J.M. Cabler**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 05-13080 Filed 6-30-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Dallas County, TX

**AGENCY:** Federal Highway (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 transportation project in Dallas County, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. Salvador Deocampo, District Engineer (North), Federal Highway Administration, 300 E. 8th Street, Room 826, Austin, Texas 78701, Telephone 512-536-5950.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Texas Department of Transportation (TxDOT), will prepare an Environmental Impact Statement (EIS) for State Highway (SH) 190 (The East Branch) from Interstate Highway (IH) 30 to IH 20 within southeast Dallas County. The corridor is approximately 11 miles in length. From a regional and local perspective, there is an increasing demand for additional transportation capacity and access through the corridor. In the last 30 years, southeast Dallas County has experienced growth in population and employment and this trend is expected to continue.

Previous feasibility studies and Mobility 2025 Metropolitan Transportation Plan—Amended April 2005, the Metropolitan Transportation Plan (MTP) for the Dallas-Fort Worth region, has examined a full range of alternatives and alignments within the corridor. SH 190 is included in the current MTP as a new location six-lane roadway. The environmental study will examine viable alternatives and potential transportation modes including the No-Build and the potential for toll-application to the build alternative alignments. All alternative alignments begin at or near the proposed IH 30/President George Bush Turnpike interchange and proceed south toward and ultimately terminate at IH 20. These proposed alternatives would be contained within a corridor generally bounded to the east by the Dallas/Kaufman County Line and the west by Bobtown Road in Garland, Collins Road and Clay Road in Sunnyvale, and Clay-Mathis Road and Lawson Road in Mesquite. The project has included public involvement to address the long-term mobility needs of both the region and local community. The environmental study will include the determination of the number of lands, roadway configuration, and operational characteristics. It will also include a discussion of the effect of the social, economic, and natural environments and of other known and reasonably foreseeable agency actions proposed within the SH 190/East

Branch Corridor. If a build alternative is selected, and if it is determined to be a viable project, TxDOT shall construct and operate the facility. Issues relative to the project include noise, archaeological sites, historic properties, socio-economic effects, changes to travel patterns, air quality, water quality, floodplains, and wetlands.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional, and local agencies, and to organizations and persons who have previously expressed or are known to have interest in this proposed. In addition to public meetings, a future public hearing will be held. Public notice will be given of the time and place of the meetings and the hearing. The Draft EIS will be available for public and agency review and comments before the hearing.

A public scoping meeting in an Open House format with no formal presentation will be conducted on Tuesday, July 26, 2005, between the hours of 4 p.m. and 8 p.m. at the Mesquite Convention Center and Rodeo Center located at 1700 Rodeo Drive, Mesquite, Texas 75149. This will be the first in a series of meetings to solicit public comments on the proposed action as part of the National Environmental Policy Act (NEPA) process. Persons interested in attending this meeting who have special communication or accommodation needs are encouraged to contact the local TxDOT Public Information Office at (214) 320-6100 at least two days prior to the meeting. Because the public meeting will be conducted in English, any request for language interpreters or other special communication needs should also be made at least two days prior to the public meeting. Every reasonable effort will be made to accommodate these needs.

To ensure 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 should be directed to the FHWA at the address provided above. Additional project information may be obtained by visiting the project's Web site at <http://www.theeastbranch.org>.

(Catalogue of Federal Domestic Assistance Programs Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of

Federal programs and activities apply to this program.)

**Salvador Deocampo,**

*District Engineer (North), Austin, Texas.*

[FR Doc. 05-12988 Filed 6-30-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-21104]

#### Hours of Service of Drivers; American Pyrotechnics Association Application for an Exemption From the 14-Hour Rule During Independence Day Celebrations

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Grant of application for exemption.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) grants the American Pyrotechnics Association's (APA) application for an exemption from the prohibition against driving a commercial motor vehicle (CMV) after the 14th hour of coming on-duty. The exemption is applicable for a period beginning 7 days prior to, and 2 days immediately following Independence Day. Fireworks personnel who operate CMVs for the companies listed in this notice, in conjunction with staging fireworks shows celebrating Independence Day, are allowed to exclude off-duty and sleeper berth time of any length in the calculation of the 14-hours. However, drivers are not allowed to drive after accumulating a total of 14-hours of on-duty time, following 10 consecutive hours off duty, and continue to be subject to the 11-hour driving time limits, and the 60- and 70-hour weekly limits. After reviewing the comments received in response to the May 6, 2005, notice requesting public comment on the APA application, FMCSA has determined the exemption would achieve a level of safety equivalent to what would be provided by compliance with the 14-hour rule as it applies to other drivers of property-carrying vehicles.

**DATES:** The exemption is effective June 28, 2005, and is applicable from June 28 (12:01 a.m.) through July 6, 2005 (11:59 p.m.), and from June 28 (12:01 a.m.) through July 6, 2006 (11:59 p.m.). The exemption expires on July 7, 2006.

**ADDRESSES:** *Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> and/or 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.

*Privacy Act:* Anyone may search the electronic form of all comments received into any of DOT's dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, or other entity). You may review DOT's complete Privacy Act Statement in the **Federal Register** (65 FR 19477, Apr. 11, 2000). This statement is also available at <http://dms.dot.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Robert F. Schultz, Jr., Driver and Carrier Operations Division, Office of Bus and Truck Standards and Operations, MC-PSD, (202) 366-4009, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590-0001.

#### SUPPLEMENTARY INFORMATION:

##### Background

Section 4007 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178, 112 Stat. 107, June 9, 1998) amended 49 U.S.C. 31315 and 31136(e) to provide FMCSA with authority to grant exemptions from its safety regulations. On December 8, 1998, the Federal Highway Administration's Office of Motor Carriers, the predecessor to FMCSA, published an interim final rule implementing section 4007 (63 FR 67600). On August 20, 2004, FMCSA published a Final Rule (69 FR 51589) on this subject. Under 49 CFR part 381, FMCSA must publish a notice of each exemption request in the **Federal Register**. The agency must provide the public with an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The agency must also provide an opportunity for public comment on the request.

The agency must then examine the safety analyses and the public comments, and determine whether the exemption would achieve a level of safety equivalent to, or greater than, the level that would be achieved by complying with the current regulation (49 CFR 381.305). The Agency's decision must be published in the **Federal Register** (49 CFR 381.315(b)). If the agency denies the request, it must state the reason for doing so. If the decision is to grant the exemption, the notice must specify the person or class of persons receiving the exemption, and the regulatory provision or provisions from which an exemption is being