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**FOR FURTHER INFORMATION CONTACT:** Frances Shaver, ARM-207, (202) 267-4059, FAA, Office of Rulemaking, 800 Independence Ave., SW., Washington, DC 20591 or Walter Binkley, (405) 954-3284, FAA, Aircraft Registration Branch, PO Box 25504, Oklahoma City, OK 73125.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on October 19, 2011.

**Dennis R. Pratte,**  
*Acting Director, Office of Rulemaking.*

### Petition for Exemption

*Docket No.:* FAA-2011-1029.

*Petitioner:* Maryland State Police Aviation Command.

*Section of 14 CFR Affected:* § 47.15(b).

*Description of Relief Sought:*

Maryland State Police Aviation Command requests relief from § 47.15(b). If granted, an exemption would allow Maryland State Police Aviation Command to use registration numbers "N1MSP" through "N11MSP" for its new AW139 medevac fleet.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2010-0109]

#### Petition for Waiver of the Terms of the Order Limiting Scheduled Operations at LaGuardia Airport; Procedures for the Reallocation of Slots at Ronald Reagan Washington National Airport and LaGuardia Airport

**AGENCY:** Department of Transportation, Federal Aviation Administration (FAA).

**ACTION:** Notice of procedures for the reallocation of slots at Ronald Reagan Washington National Airport and LaGuardia Airport.

**SUMMARY:** Under this notice, the FAA announces the procedures for the reallocation of slots at Ronald Reagan Washington National Airport and LaGuardia Airport, which are being divested by Delta Air Lines, Inc. and US Airways, Inc. resulting from a grant of waiver to them.

**SUPPLEMENTARY INFORMATION:** On October 7, 2011, the Secretary of

Transportation and the Administrator of the Federal Aviation Administration (FAA) granted with conditions a joint waiver request by Delta Air Lines, Inc. (Delta) and US Airways, Inc. (US Airways) from the prohibition on purchasing operating authorizations (slots) at LaGuardia Airport (LGA). 76 FR 63702 (Oct. 13, 2011) (the Waiver). The Waiver permitted Delta and US Airways 30 days to accept the terms of the Waiver. They accepted by joint letter on October 12, 2011.

Among the conditions of the Waiver, the Secretary and the Administrator require Delta and US Airways collectively to dispose of 16 slots at Ronald Reagan Washington National Airport (DCA) and 32 slots at LGA. Those divested slots will be reallocated in one slot bundle for DCA and two slot bundles (of 16 slots each) for LGA to eligible new entrant and limited incumbent carriers. The following discussion describes the procedures and timelines for that reallocation.

### Registration for the Slot Reallocation

The Waiver establishes that new entrant and limited incumbent carriers with less than five percent of the total slot holdings at DCA or LGA, and which do not code share to or from DCA or LGA with any carrier that has five percent or more of the total slot holdings, may participate in the reallocation at the respective airport. Eligible participating carriers also may not be subsidiaries, either partially or wholly owned, of a company whose combined slot holdings are equal to or greater than five percent of the total slot holdings at DCA or LGA respectively, with the exception of Frontier Airlines as noted in the Waiver.

Because the identities of slot bidders are undisclosed during the bidding period, the FAA is requiring registration by eligible carriers to participate in the reallocation process. Eligible carriers may register by e-mail to [7-awa-slotadmin@faa.gov](mailto:7-awa-slotadmin@faa.gov) between October 19 and October 28, 2011. Please include "DCA/LGA Slot Reallocation" in the email subject line. An eligible carrier must register as an individual carrier and may not submit a joint bid with another carrier. The registering carrier must indicate whether it intends to bid on slot bundles at DCA or LGA or both airports. The registering carrier must state whether there is common ownership or control of, by, or with any other carrier at the respective airport. Finally, the registering carrier must certify that it will disclose no purchase offer information to any person other than its agent.

The FAA will confirm eligibility and respond by email with a bidder identification number for each slot bundle no later than November 10, 2011.

### Slot Bundles

The Waiver requires the divested slots to be reallocated in bundles. For DCA slots, there is one bundle of 16 slots (DCA Bundle). For LGA slots, there are two bundles of 16 slots each (LGA Bundle A and LGA Bundle B). The contents of the slot bundles are included in an appendix to this document.

### Bidding on Slot Bundles

The Waiver permits a bidding period of seven business days. Accordingly, the bidding period will open at 9 a.m., Eastern time, on November 14, 2011, and it will close at 5 p.m., Eastern time, on November 22, 2011. Registered bidders may submit cash-only bids at any time during that bidding period and may submit multiple bids during the bidding period. The FAA will construe the latest received bid as that bidder's final bid.

Registered bidders may submit bids via email to [7-awa-slotadmin@faa.gov](mailto:7-awa-slotadmin@faa.gov). Please include "DCA/LGA Slot Reallocation" in the e-mail subject line. The FAA requests the following format for required bid information in the body of the email:

Bidder Identification Number, Slot Bundle, Preference Ranking, Bid Price

The preference ranking applies only to the LGA slot bundles, and the FAA will use it only if one bidder submits the highest bid for both bundles. This preference ranking should be either a "1" (first priority) or a "2" (second priority).

The FAA will reject any bid that does not contain all required bid information. The FAA also will reject any bid received after 5 p.m., Eastern time, on November 22, 2011. The FAA will use its email system time stamp as the submission time of the bid. Bids are effective upon receipt, and the FAA will not permit the withdrawal of any bid.

The FAA will post a running tally of bids for each slot bundle at [http://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/ReAllocation](http://www.faa.gov/about/office_org/headquarters_offices/agc/ReAllocation). That tally will include the required bid information and time stamp of the bid. The FAA will post bids at approximately 9 a.m., 12 p.m., and 4 p.m., Eastern time, on each business day of the bidding period (for bids received by 8 a.m., 11 a.m., and 3 p.m., Eastern time, respectively). On November 22, the FAA will post bids each hour from

9 a.m. through 4 p.m., Eastern time, for bids received prior to the previous half hour (e.g., at 10 a.m. for all bids received by 9:30 a.m.). On the following day, November 23, 2011, the FAA will post bids received during the last hour of bidding.

#### Completing the Slot Reallocation Transaction

On November 23, 2011, the FAA will notify the divesting carrier and the winning bidder for each bundle of the winning bid and contact information for completing the transaction. The Waiver requires the divesting carrier and each winning bidder to enter into a binding agreement with respect to the sale of the divested slots within five business days from the FAA's notice of the winning bid. Accordingly, the FAA expects the carriers will notify the FAA that they have entered into binding agreements with respect to the sale of the divested slots, via e-mail to [7-awa-slotadmin@faa.gov](mailto:7-awa-slotadmin@faa.gov), no later than

December 1, 2011. That notification must certify that only monetary consideration will be or has been exchanged for the slots.

#### Posting Bid Information

After the FAA receives notice of the binding agreement between the divesting carrier and the winning bidder, it will post the winning bid and identity of the winning bidder at [http://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/ReAllocation](http://www.faa.gov/about/office_org/headquarters_offices/agc/ReAllocation). The FAA also will post all other bid information with the name of the respective bidders.

In the unlikely event that no bids are received for a particular slot bundle, those slots would revert to the FAA. The FAA would post notice if no bids were received at [http://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/ReAllocation](http://www.faa.gov/about/office_org/headquarters_offices/agc/ReAllocation).

**DATES:** Registration by eligible carriers must be completed by October 28, 2011. The bidding period for registered bidders will open at 9 a.m., Eastern

time, on November 14, 2011, and will close at 5 p.m., Eastern time, on November 22, 2011.

**ADDRESSES:** Requests for registration and bids may be submitted by e-mail to the Slot Administration Office at [7-AWA-slotadmin@faa.gov](mailto:7-AWA-slotadmin@faa.gov). Information regarding the slot reallocation may be found at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/agc/ReAllocation](http://www.faa.gov/about/office_org/headquarters_offices/agc/ReAllocation).

#### FOR FURTHER INFORMATION CONTACT:

Robert Hawks, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: 202-267-7143; fax number: 202-267-7971; e-mail: [rob.hawks@faa.gov](mailto:rob.hawks@faa.gov).

Issued in Washington, DC, on October 18, 2011.

**Rebecca B. MacPherson,**  
Assistant Chief Counsel for Regulations.

#### Appendix

The DCA Bundle consists of:

Slot ID	Time	Frequency
1147	0700	X67
1132	0800	Daily
1150	0800	Daily
1056	0900	Daily
1030	1000	Daily
1083	1000	Daily
1223	1100	Daily
1027	1200	Daily
1142	1300	Daily
1109	1400	Daily
1389	1600	Daily
1238	1700	Daily
1401	1800	Daily
1515	1800	Daily
1308	2000	X6
1065	2100	X6

The LGA Bundle A consists of:

Slot ID	Time	Arr./Dep.	Frequency
3197	0600	Departure	X67
3183	0630	Departure	X67
2138	0730	Arrival	X67
2202	0830	Departure	X67
3003	0830	Arrival	X67
3230	0930	Departure	X67
3636	1100	Arrival	X67
3430	1230	Departure	X6
3415	1300	Arrival	X6
2160	1400	Departure	X6
2188	1500	Arrival	X6
3089	1600	Departure	X6
3606	1700	Arrival	X6
3015	1830	Departure	X6
3848	2000	Arrival	X6
3110	2100	Arrival	X6

The LGA Bundle B consists of:

Slot ID	Time	Arr./Dep.	Frequency
3326 .....	0630	Departure .....	X67
2201 .....	0700	Departure .....	X67
2108 .....	0800	Arrival .....	X67
3318 .....	0930	Departure .....	X67
2072 .....	1000	Arrival .....	X67
2182 .....	1030	Departure .....	X67
3093 .....	1230	Arrival .....	X6
3075 .....	1330	Departure .....	X6
3098 .....	1430	Arrival .....	X6
3569 .....	1600	Departure .....	X6
2004 .....	1630	Arrival .....	X6
2129 .....	1730	Departure .....	X6
2007 .....	1830	Arrival .....	X6
2038 .....	1930	Departure .....	X6
3104 .....	2030	Arrival .....	X6
3054 .....	2130	Arrival .....	X6

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Harris County, Texas

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent (NOI).

**SUMMARY:** Pursuant to 40 CFR 1508.22 and 43 TAC § 2.5(e)(2), the FHWA and the Texas Department of Transportation (TxDOT) are issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the proposed North Houston Highway Improvement Project, in Harris County, Texas. The proposed project and study limits begin at interchange of United States Highway (US) 59 and State Highway (SH) 288 and follow northward along IH 45 to the interchange of IH 45 and Beltway 8 North, a distance of approximately 16 miles. The proposed project area also includes portions of IH 10, IH 610, US 59, SH 288 near the downtown area, and the Hardy Toll Road located north of downtown Houston. The proposed project will be developed in compliance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the National Environmental Policy Act (NEPA).

**FOR FURTHER INFORMATION CONTACT:** Gregory Punske, P.E., District Engineer, Federal Highway Administration—Texas Division, 300 East 8th Street, Room 826, Austin, Texas 78701. Telephone: 512-536-5960.

**SUPPLEMENTARY INFORMATION:** The North-Hardy Planning Studies: Alternative Analysis Report (Highway

Component) was completed in November 2005. The report evaluated the alternatives for transportation improvements within the study corridor and recommended a locally preferred alternative to meet the corridor's highway transportation needs, while minimizing impacts to the surrounding environment.

Projected increases in population and employment in the Houston metropolitan area will contribute to additional IH 45 congestion, which is already serious to severe. The proposed project is needed to address the serious to severe congestion and to accommodate existing and anticipated future traffic. Additionally the project is needed to bring the roadway up to current design standards, which would improve safety and provide for more efficient movement of people and goods. Additional efficiency is also needed to aid in evacuation events. The purpose of the proposed project is to manage the traffic congestion in the IH 45 corridor, improve mobility, provide expanded transit and carpool opportunities, bring the roadway facility up to current design standards to improve safety and operations, and expand capacity for emergency evacuations.

The EIS will evaluate potential impacts from construction as well as routine operations of the proposed project, including, but not limited to the following: Impacts or potential displacements to residents and businesses; impacts to air and noise; impacts to water quality; impacts to waters of the United States; impacts to historic and archeological resources; impacts to hazardous materials; impacts to floodplains; impacts to socio-economic resources (including environmental justice and limited English proficiency populations); indirect impacts; cumulative impacts; impacts to land use; impacts to vegetation; and impacts to wildlife.

A Project Coordination Plan will be provided in accordance with Public Law 109-59, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Title VI, Subsection 6002, Efficient Environmental Reviews for Project Decision Making, August 10, 2005, to facilitate and document the lead agencies, structure interaction with the public and other agencies, and to inform the public and other agencies of how the coordination will be accomplished. The Project Coordination Plan will promote early and continuous involvement from stakeholders, agencies, and the public as well as describe the proposed project, the roles of the agencies and the public, the project need and purpose, schedule, level of detail for alternatives analysis, methods to be used in the environmental analysis, and the proposed process for coordination and communication.

The Project Coordination Plan is designed to be part of a flexible and adaptable process. The Project Coordination Plan will be available for public review, input, and comment at public meetings, including scoping meetings and hearings, held in accordance with the National Environmental Policy Act (NEPA) through the evaluation process. Pursuant to 23 U.S.C. Chapter 1, Subchapter 1, Section 139 of SAFETEA-LU, cooperating agencies, participating agencies and the public will be given an opportunity for input in the development of the project. The first of a series of public scoping meetings, conducted in an open house format, is planned to be held in the fall of 2011. As part of the NEPA process, this meeting will be the first in a series of meetings to solicit public comments throughout the planning process.

A scoping meeting is an opportunity for participating agencies, cooperating agencies and the public to be involved