

and documenting the applicant's affirmation of the application information and the applicant's intent to submit the application data for processing. During the application process, the SSA employee (or an individual officially designated to act on behalf of SSA) will explain to the applicant that SSA no longer requires a pen-and-ink signature on a paper application/printout so that SSA may reduce the reliance on paper records and implement a fully electronic application process. (Throughout this document the reference to a SSA employee also pertains to an individual officially designated to act on behalf of SSA.) The applicant must establish his or her intent to file, and he or she must be provided with the penalty clause information that explains the consequences for providing false information to SSA. SSA will begin using this alternative signature method in the near future for applications for benefits. SSA will extend this procedure to other processes as deemed appropriate.

Policy Interpretation: It is SSA policy that an application for benefits may be "signed" by a SSA employee's attestation. At the beginning of the application process, the applicant is informed that a pen-and-ink signature is no longer required if he or she intends to file and he or she understands the penalty for providing false information to SSA. To conclude the application process, the SSA employee will ask the applicant to confirm the correctness of the application data and the applicant's intent to submit the information for processing. The SSA employee will attest by annotating the applicant's actions in the electronic claims record. The SSA employee's attestation will document the applicant's affirmation and "signing" of the electronic claim and will be deemed equivalent to a pen-and-ink signature on a paper application and/or summary printout. The process will result in an electronic claim that the Agency will deem as signed. The annotated electronic application is considered a valid application for benefits. SSA anticipates using attestation also to process requests for administrative appeals and for withdrawals of applications.

The attestation as a signature or signing eliminates the need for claims interviewers to retain the systems-generated paper applications, electronic appeal request forms, or electronic withdrawal request forms as proof that individuals applied for benefits, submitted an appeal, or requested withdrawal of their application. Instead, the claims interviewer documents SSA's

records that the applicant "signed" these forms.

The Agency expects that there will be situations where attestation cannot be used. Alternatively, SSA will require an applicant to affix his or her pen-and-ink signature or mark to the summary printout or completed paper application. The Agency's electronic claims file will be annotated that the application was signed with a pen-and-ink signature. The applicant will be informed that the paper printout/application will no longer be retained by SSA, and the applicant will have the option of keeping the application for his or her records. However, in rare instances where we are unable to take a claim on the system, (e.g., systems exclusions,) we will complete a paper application and require that the applicant sign with a pen-and-ink signature. When this occurs, SSA will retain the application for its records.

Based on the Agency's broad statutory authority to develop appropriate procedures for claims processing and its established policy concerning alternate signature methods, SSA has also approved the use of an electronic signature for individuals who file applications via the Internet at the SSA website. At the conclusion of the Internet Social Security Benefit Application, the individual will establish the fact that he or she is filing for benefits, affirm the truthfulness of the information on his or her application, and agree to sign the electronic application for benefits by pressing a "sign now" button on the Internet screen. Under this planned procedure, SSA will deem that the individual's action in pressing the "sign now" button is an electronic signature for the Internet application.

As with all interactions with SSA, an individual must provide some knowledge-based information (also referred to as personal information) to establish his or her identity. To verify identity, the information that is provided must match the information already included on SSA records.

Effective Date: This ruling is effective upon publication in the **Federal Register**.

[FR Doc. 04-10055 Filed 5-3-04; 8:45 am]

BILLING CODE 4191-02-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Approval of Finding of No Significant Impact (FONSI) on a Final Environmental Assessment (Final EA) for Proposed Federal Actions at Aurora Municipal Airport, Aurora, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of approval of documents.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public of the approval of a Finding of No Significant Impact (FONSI) on an Environmental Assessment for proposed Federal actions at Aurora Municipal Airport, Aurora, Illinois. The FONSI specifies that the proposed Federal actions and local development projects are consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act of 1969 and will not significantly affect the quality of the environment.

A description of the proposed Federal actions is: (a) To issue an environmental finding to allow approval of the Airport Layout Plan (ALP) for the development items listed below; (b) Approval of the Airport Layout Plan (ALP) for the development items listed below; and (c) Establish eligibility of the City of Aurora to compete for Federal funding for the development projects contemplated on the Airport Layout Plan.

The specific items in the local airport development project include: Land acquisition of 96 acres in fee simple title, including relocation assistance for one (1) residence; assess for reimbursement approximately 83 acres of land previously acquired in fee simple title including relocation assistance for two (2) residences; acquire approximately 2.4 acres of aviation easement; construct, light and mark new Runway 9L-27R at 3,200' x 75'; construct, light and mark parallel and connecting taxiways to new Runway 9L-27R; construct, light and mark a 75' x 250' extension to Runway 18 and a 75' x 400' extension to Runway 36, including grading and drainage; construct, light and mark parallel and connecting taxiways to Runway 18-36 extensions; rehabilitate and overlay existing Runway 18-36; construct northern partial parallel taxiway to existing Runway 9-27, including connectors; relocate a portion of Dugan Road; construct northeastern development area access roads; install CAT I ILS, including a MALSR, to create

a Standard Instrument Approach Procedure (SIAP) to Runways 15 & 33; install Visual Approach Decent Indicator (VADI) lights to Runways 9L & 27R; relocate Visual Approach Decent Indicator (VADI) lights and Runway End Identifier Lights (REIL) for Runways 18 & 36; construct general aviation development areas including apron, hangars, taxiways, entrance road, auto parking, etc. in southwestern, western, northern and northeastern airport areas, including detention; mitigate the impact of approximately 0.77 acres of wetlands and construct detention areas to mitigate approximately 17 acres of potential floodplain encroachment and obtain airport layout plan approval.

Copies of the environmental decision and the Final EA are available for public information review during regular business hours at the following locations:

1. Aurora Municipal Airport, 43W636 U.S. 30, Sugar Grove, IL 60554-9619.
2. Division of Aeronautics—Illinois Department of Transportation, One Langhorne Bond Drive, Capital Airport, Springfield, IL 62707.

3. Chicago Airports District Office, Room 312, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

FOR FURTHER INFORMATION CONTACT: E. Lindsay Butler, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, Room 312, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Ms. Butler can be contacted at (847) 294-7723 (voice), (847) 294-7046 (facsimile) or by E-Mail at lindsay.butler@faa.gov.

Issued in Des Plaines, Illinois, on April 23, 2004.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 04-10124 Filed 5-3-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2004-30]

Petitions for Exemption; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of dispositions of prior petitions.

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 certain dispositions 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.

FOR FURTHER INFORMATION CONTACT: Tim Adams (202) 267-8033, or Sandy Buchanan-Sumter (202) 267-7271, 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 April 29, 2004.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2004-17380.

Petitioner: Mr. and Mrs. John Hicks.

Section of 14 CFR Affected: 14 CFR 121.311(b).

Description of Relief Sought/Disposition: To permit Katie Hicks, the daughter of Mr. and Mrs. John Hicks who is 4 years old, to be held on the lap(s) of her family members, rather than being in an individual seatbelt while traveling on an air carrier certificated under part 121 during all phases of flight.

Denial, 4/16/2004, Exemption No. 8296

Docket No.: FAA-2003-16714.

Petitioner: Ward Air, Inc.

Section of 14 CFR Affected: 14 CFR 135.203(a)(1).

Description of Relief Sought/Disposition: To permit Ward Air, Inc., to conduct operations under visual flight rules outside controlled airspace, over water, at an altitude below 500 feet above the surface.

Grant, 4/15/2004, Exemption No. 8295

Docket No.: FAA-2004-17062.

Petitioner: Goodrich Aerostructures Group/Rohr, Inc.

Section of 14 CFR Affected: 14 CFR 21.325(b)(3).

Description of Relief Sought/Disposition: To permit Goodrich Aerostructures Group/Rohr, Inc., to issue U.S. export airworthiness approvals for Class II and Class III products from Rohr, Inc. facilities in France, Germany, Singapore, and the United Kingdom.

Grant, 4/7/2004, Exemption No. 8291

Docket No.: FAA-2002-11926.

Petitioner: Minneapolis Community & Technical College.

Section of 14 CFR Affected: 14 CFR 65.17(a), 65.19(b), and 65.75.

Description of Relief Sought/Disposition: To permit Minneapolis Community & Technical College to:

(1) Administer oral and practical tests to its students at times and places identified in its FAA-approved operations handbook,

(2) Allow students to apply for retesting within 30 days after failure without presenting a signed statement certifying additional instruction in the failed area,

(3) Administer the aviation mechanic general written test immediately after students successfully complete the general curriculum but before they meet the experience requirements of § 65.77, and

(4) Administer oral practical tests as an integral part of the aviation maintenance technician educational process rather than upon students' successful completion of the mechanic written tests.

Grant, 4/13/2004, Exemption No. 7771A

Docket No.: FAA-2004-17283.

Petitioner: Mr. Ronald John Zasadzinski.

Section of 14 CFR Affected: 14 CFR 91.109(a) and (b)(3).

Description of Relief Sought/Disposition: To permit Mr. Ronald John Zasadzinski to conduct certain flight training and to provide simulated instrument flight experience in certain Beech airplanes that are equipped with a functioning throwover control wheel.

Grant, 4/15/2004, Exemption No. 8292

Docket No.: FAA-2004-17236.

Petitioner: Mr. Ronald J. Timmermans.

Section of 14 CFR Affected: 14 CFR 91.109(a) and (b)(3).

Description of Relief Sought/Disposition: To permit Mr. Ronald J. Timmermans to conduct certain flight training and to provide simulated instrument flight experience in certain Beechcraft Bonanza airplanes that are equipped with a functioning throwover control wheel.

Grant, 4/15/2004, Exemption No. 8293

Docket No.: FAA-2004-17406.

Petitioner: Mr. Gerald A. Parker.

Section of 14 CFR Affected: 14 CFR 91.109(a) and (b)(3).

Description of Relief Sought/Disposition: To permit Mr. Gerald A. Parker to conduct certain flight training and to provide simulated instrument flight experience in certain Beech airplanes that are equipped with a functioning throwover control wheel.

Grant, 4/15/2004, Exemption No. 8294