

adoption of a final filing procedure, and the requirement may be changed in the final reporting instructions to be issued. All other filing requirements set forth in the March 18 notice remain in effect pending issuance of final instructions.

Issued in Washington, DC on July 19, 1996.
Susan L. Kurland,
Associate Administrator for Airports.
[FR Doc. 96-19105 Filed 7-26-96; 8:45 am]
BILLING CODE 4910-13-M

Receipt of Noise Compatibility Program and Request for Review; McGhee Tyson Airport, Knoxville, TN

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing an updated noise compatibility program that was submitted for McGhee Tyson Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) hereinafter referred to as "the Act" and 14 CFR Part 150 by Metropolitan Knoxville Airport Authority. McGhee Tyson Airport has an existing noise compatibility program approved May 5, 1989, and amended March 4, 1993. This updated Noise Compatibility Program was submitted subsequent to a decision by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for McGhee Tyson were in compliance with applicable requirements effective October 12, 1995. The proposed updated Noise Compatibility Program will be approved or disapproved on or before January 18, 1997.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is July 22, 1996. The public period ends September 20, 1996.

FOR FURTHER INFORMATION CONTACT:

Peggy S. Kelley, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301. Telephone 901-544-3495. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for McGhee Tyson Airport which will be approved or disapproved on or before January 18, 1997. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposed for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the proposed updated noise compatibility program for McGhee Tyson Airport, effective July 22, 1996. It was requested that the FAA review this material and that the noise mitigation measures to be implemented by the airport be approved as measures to the noise compatibility program under Section 104(b) of the Act. An amendment to the updated program, submitted subsequent to the updated noise compatibility program document, is also considered.

Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days will be completed on or before January 18, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, the noise compatibility program, and the proposed revisions to the noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591

Federal Aviation Administration, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301

Administrative Offices, Metropolitan Knoxville Airport Authority, McGhee Tyson Airport, Alcoa, Tennessee 37701.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Memphis, Tennessee, July 22, 1996.

LaVerne F. Reid,
Manager, Memphis Airports District Office.
[FR Doc. 96-19231 Filed 7-26-96; 8:45 am]
BILLING CODE 4910-13-M

[Summary Notice No. PE-96-35]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before August 15, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on July 22, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28607.

Petitioner: Sphere One International, Inc.

Sections of the FAR Affected: 14 CFR 91.119, 91.126, 91.127, 91.133, and 91.319(a)(2)

Description of Relief Sought: To permit Sphere One International, Inc., to fly a newly manufactured airship in designated airspace, including restricted and prohibited areas, in conjunction with, and during, the 1996 Olympic Games.

Docket No.: 28609.

Petitioner: Reeve Aleutian Airways, Inc.

Sections of the FAR Affected: 14 CFR 121.380(a)(2)(ii) and (b) (1) and (2)

Description of Relief Sought: To permit Reeve Aleutian Airways, Inc., to operate its fleet of Lockheed L-188C Electra aircraft under part 121, using Aeroproducts turbo-propellers, Model A6641FN-606, without keeping a record of the total time in service of each propeller.

Dispositions of Petitions

Docket No.: 23869.

Petitioner: The Uninsured Relative Workshop.

Sections of the FAR Affected: 14 CFR 105.43(a).

Description of Relief Sought/Disposition: To extend Exemption No. 4943, as amended, which permits The Uninsured Relative Workshop (TURW) to allow its employees, representatives, and other volunteer experimental parachute test jumpers under its direction and control to make tandem parachute jumps while wearing a dual-harness, dual-parachute pack having at least one main parachute and one approved auxiliary parachute packed in accordance with § 105.43(a). It also permits pilots in command of aircraft involved in these operations to allow such persons to make these parachute jumps. The amendment removes Strong Enterprises, which has applied for a separate exemption, as a co-petitioner with TURW in the original exemption and subsequent extensions.

GRANT, June 28, 1996, Exemption No. 4943F

Docket No.: 26582.

Petitioner: Air Transport Association of America.

Sections of the FAR Affected: 14 CFR 61.3 (a) and (c), 63.3 (a), and 121.383 (a) (2).

Description of Relief Sought/Disposition: To extend Exemption No. 5487, as amended, which permits an air carrier to issue written confirmation of an FAA-issued crewmember certificate to a flight crew member employed by that air carrier based upon information in the air carrier's approved record system.

GRANT, June 14, 1996, Exemption No. 5487B

Docket No.: 26962.

Petitioner: Mr. Charles D. Segars.

Sections of the FAR Affected: 14 CFR 121.383 (c).

Description of Relief Sought/Disposition: To permit Mr. Segars to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

DENIAL, June 20, 1996, Exemption No. 6466

Docket No.: 28422.

Petitioner: Broward County, Florida, Public Works Department, Mosquito Control Section.

Sections of the FAR Affected: 14 CFR 137.53 (c) (2).

Description of Relief Sought/Disposition: To permit pilots employed by the petitioner to conduct aerial applications of insecticide materials over congested areas from a Beechcraft C45H Aircraft (Registration No. N850BD, Serial No. 11844) that is not equipped with a device capable of jettisoning at least one-half of the aircraft's maximum authorized load of agricultural materials within 45 seconds.

GRANT, June 26, 1996, Exemption No. 6470

Docket No.: 28479.

Petitioner: Strong Enterprises.

Sections of the FAR Affected: 14 CFR 105.43 (a).

Description of Relief Sought/Disposition: To permit employees of Strong Enterprises, certified tandem instructors, and consenting adult members of the public to make tandem parachute jumps while wearing a dual-harness, dual-parachute pack having at least one main parachute and one approved auxiliary parachute packed in accordance with § 105.43 (a), and to permit pilots in command of aircraft

involved in these operations to all such persons to make these parachute jumps.

GRANT, June 28, 1996, Exemption No. 6474

Docket No.: 28513.

Petitioner: Evergreen Helicopters of Alaska, Inc.

Sections of the FAR Affected: 14 CFR 135.153 (a) and 135.180 (a).

Description of Relief Sought/Disposition: To permit Evergreen Helicopters of Alaska, Inc., to operate five CASA C-212-200-CC aircraft, without the aircraft being equipped with an approved traffic alert and collision avoidance system (TCAS).

PARTIAL GRANT, June 25, 1996, Exemption No. 6467

Docket No.: 28520.

Petitioner: P&N flight and Charter.

Sections of the FAR Affected: 14 CFR 135.143 (c) (2)

Description of Relief Sought/Disposition: To permit P&N flight and Charter to operate its aircraft (Registration No. N4921J, Serial No. 28R-30642) without a TSO-C112 (Mode S) transponder installed.

GRANT, May 31, 1996, Exemption No. 6448

Docket No.: 28529.

Petitioner: Atlantic Aero, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)

Description of Relief Sought/Disposition: To permit Atlantic Aero, Inc., to operate its aircraft without TSO-C112 (Mode S) transponders installed.

GRANT, June 7, 1996, Exemption No. 6459

Docket No.: 28544.

Petitioner: Learjet Incorporated.

Sections of the FAR Affected: 14 CFR 25.783(h).

Description of Relief Sought/Disposition: To allow Learjet Incorporated exemption from the passenger entry door emergency exit requirements of § 25.783(h) for the Lear 45 airplane.

PARTIAL GRANT, June 26, 1996, Exemption No. 6468

Docket No.: 28553.

Petitioner: Air North.

Sections of the FAR Affected: 14 CFR 129.18.

Description of Relief Sought/Disposition: To permit operation of either a Hawker HS748 or a Fokker F-27 airplane between Yukon, Canada, and Alaska without an approved traffic alert and collision avoidance system (TCAS) installed.

DENIAL, June 3, 1996, Exemption No. 6453

Docket No.: 28555

Petitioner: Samoa Air and Polynesian Limited.

Sections of the FAR Affected: 14 CFR 129.18(b) and 135.180.

Description of Relief Sought/

Disposition: To permit the petitioners to operate aircraft without approved traffic collision and avoidance systems (TCAS) installed.

DENIAL, June 3, 1996, Exemption No. 6456

Docket No.: 28562.

Petitioner: East Hampton Airlines.

Sections of the FAR Affected: 14 CFR 135.143(c).

Description of Relief Sought/

Disposition: To permit East Hampton Airlines to operate its Piper PA31-350 (Registration No. N41081, Serial No. 31-8352008) without a TSO-C112 (Mode S) transponder installed.

GRANT, June 26, 1996, Exemption No. 6469

Docket No.: 28597.

Petitioner: U.S. Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c).

Description of Relief Sought/

Disposition: To permit U.S. Helicopters, Inc., to operate certain aircraft without a TSO-C112 (Mode S) transponder installed.

GRANT, June 3, 1996, Exemption No. 6452

Docket No.: 28560.

Petitioner: Skull Creek Air Service.

Sections of the FAR Affected: 14 CFR 135.143(c).

Description of Relief Sought/

Disposition: To permit Skull Creek Air Service to operate a Maule M-5-235C aircraft (Registration No. N5643N, Serial No. A7361C) without a TSO-C112 (Mode S) transponder installed.

GRANT, June 20, 1996, Exemption No. 6465

Docket No.: 28579.

Petitioner: Mr. Robert W. Powelson.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought/

Disposition: To permit Mr. Powelson to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

DENIAL, June 20, 1996, Exemption No. 6464

[FR Doc. 96-19108 Filed 7-26-96; 8:45 am]

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[Summary Notice No. PE-96-36]

Petition for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before August 19, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on July 23, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28196.

Petitioner: Travis County, TX.

Sections of the FAR Affected: 49 U.S.C. subtitle VII, part A, chapter 411; chapter 417, §§ 41701, 41702, 41708, 41709, 41711, and 41738; chapter 447, §§ 44701, 44702, 44704, 44705, 44709, 44711, 44713, 44717, and 44722; chapter 451; chapter 463, §§ 46301, 46304, 46306, and 46310; and sections of 14 CFR parts 91 and 135.

Description of Relief Sought: To allow Travis County, its aircraft, and its pilots to perform certain services as public aircraft under the operations and maintenance standards developed by Travis County. This is a petition for reconsideration of a previous denial, published on April 19, 1995, in the Federal Register (60 FR 19620).

Docket No.: 28559.

Petitioner: Collins Commercial Avionics.

Sections of the FAR Affected: 14 CFR 21.327(a).

Description of Relief Sought: To permit Collins Commercial Avionics to use a printout from its Order Management System (OMS) for a Class II product, instead of the Application for Export Certificate of Airworthiness (FAA Form 8130-1), even though the manufacturer does not hold a production certificate.

Dispositions of Petitions

Docket No.: 581.

Petitioner: Department of the Air Force.

Sections of the FAR Affected: 14 CFR 91.159.

Description of Relief Sought/

Disposition: To rescind Exemption Nos. 48 and 132, as amended. The petitioner states that these exemptions now provide unnecessary duplication in light of the granting of Exemption No. 5118, May 16, 1996, which addresses the same relief.

TERMINATED, May 16, 1996, Exemption No. 132F

Docket No.: 28561.

Petitioner: Scenic Airlines, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c).

Description of Relief Sought/

Disposition: To permit Scenic Airlines, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Modes S) transponder installed.