

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 proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA formally received the noise compatibility program for Laughlin Bullhead International Airport, effective on December 4, 1996. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act. 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 October 13, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 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, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
National Headquarters, 800  
Independence Avenue, SW., Room  
617, Washington, DC 20591  
Federal Aviation Administration,  
Western-Pacific Region Office, 15000  
Aviation Boulevard, Room 3012,  
Hawthorne, California 90261  
Mr. Norm Hicks, Executive Director &  
Chief Operating Officer, Laughlin  
Bullhead International Airport, 600

Highway 95, Bullhead City, Arizona  
86429.

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

Issued in Hawthorne, California, on  
January 28, 1997.

Herman C. Bliss,  
Manager, Airports Division, Western-Pacific  
Region, AWP-600.

[FR Doc. 97-3405 Filed 2-11-97; 8:45 am]

**BILLING CODE 4910-13-M**

### **Approval of Noise Compatibility Program; Riverside Municipal Airport, Riverside, CA**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the city of Riverside, California, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On September 12, 1995 the FAA determined that the noise exposure maps submitted by the city of Riverside, California, under Part 150 were in compliance with applicable requirements. On January 3, 1997, the Associate Administrator for Airports approved the Riverside Municipal Airport Noise Compatibility Program. All fourteen (14) of the program elements were approved. Six (6) elements were approved as a voluntary measure, seven (7) elements were approved outright, and one (1) element was approved subject to confirmation of a detailed acoustical/design study to confirm the benefits of a noise barrier and refinement of the barrier's location.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Riverside Municipal Airport Noise compatibility program is January 3, 1997.

**FOR FURTHER INFORMATION CONTACT:** Charles Lieber, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Wordway Postal Center, Los Angeles, California 90009-2007. Telephone: (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261.

Documents reflecting this FAA action may be reviewed at this location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for the Riverside Municipal Airport, effective January 3, 1997.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a Noise Exposure Map, may submit to the FAA, a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 of the Act and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division office in Hawthorne, California.

The city of Riverside, California, submitted to the FAA on July 6, 1995, the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from May 1994 through July 1995. The Riverside Municipal Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 12, 1995. Notice of this determination was published in the Federal Register on September 22, 1995.

The Riverside Municipal Airport study contains a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 1999. It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in Section 104(b) of the Act. The FAA began its review of the program on July 8, 1996 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained fourteen (14) proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Associate Administrator for Airports effective January 3, 1997.

All fourteen (14) of the program elements were approved. The following six (6) elements were approved as voluntary measures: Continue designation of Runway 09/27 as the preferential runway; continue IFR departure turns over the Santa Ana River for Runway 27 IFR departures; continue the use of helicopter training pattern procedures north of the airport; encourage the use of AOPA Noise Awareness Steps and NBAA noise abatement departure and arrival procedures; encourage the use of the Sears store as a visual fix for Runway 27 VFR approaches; require that propeller aircraft conduct pre-flight run-ups on Taxiway C, at the end of Runway 27, be oriented to a 315 degree heading whenever possible. The following seven (7) elements were approved outright: Amend the General Plan to establish airport noise compatibility standards; designate land on the east side of Hillside Avenue (on runway centerline) for open space on the General Plan; promote informal means of providing fair disclosure of potential noise impacts in airport area; maintain system for receiving and responding to noise complaints; publish a pilot guide; review Noise Compatibility Plan implementation; and, update the Noise Exposure Maps and Noise Compatibility Program as necessary on an ongoing basis. One (1) element was approved upon confirmation of a detailed acoustical/design study to confirm the benefits of a noise barrier and refinement of the barrier's location.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on January 3, 1997. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the city of Riverside, California.

Issued in Hawthorne, California, on January 27, 1997.

Herman C. Bliss,

Manager, Airports Division, AWP-600,  
Western-Pacific Region.

[FR Doc. 97-3406 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-13-M

#### [Summary Notice No. PE-97-8]

#### **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 February 18, 1997.

**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, D.C. 20591.

Comments may also be sent electronically to the following internet address: [nprmcmts@faa.dot.gov](mailto:nprmcmts@faa.dot.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:** Fred Haynes (202) 267-3939 or Angela Anderson (202) 267-9781 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

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, DC, on February 6, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

*Docket No.:* 28794.

*Petitioner:* Atlantic Southwest Airlines, Inc.

*Sections of the FAR Affected:* 14 CFR 121.313(f) and (g).

*Description of Relief Sought:* To permit the petitioner to operate its 63