

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.

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

Embraer EMB-120 aircraft under part 121 with key locks not meeting the standards required for part 121 operations for a temporary period until June 1, 1997, when the replacement locks required by part 121 can be obtained from the supplier and installed in the aircraft.

[FR Doc. 97-3404 Filed 2-11-97; 8:45 am]

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[Summary Notice No. PE-97-7]

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 March 4, 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.

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) 267-9681, 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, D.C., on February 6, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Disposition of Petitions

Docket No.: 25245.

Petitioner: Department of the Air Force.

Sections of the FAR Affected: 14 CFR 91.215(b).

Description of Relief Sought: To permit the Department of the Air Force to conduct certain military training flight operations in designated airspace above 10,000 feet above mean sea level (MSL) without being required to operate the aircraft transponders. *Grant, December 31, 1996, Exemption No. 4633F.*

Docket No.: 27396.

Petitioner: Northwest Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.401(c), 121.433(c)(1)(iii), 121.440(a), 121.441 (a)(1) and (b)(1), Appendix F to part 121, and Special Federal Aviation Regulation (SFAR) No. 58, paragraph 6(b)(3)(ii)(A).

Description of Relief Sought: To permit the petitioner to combine recurrent flight and ground training and proficiency checks for NWA's flight crewmembers in a single annual training and proficiency evaluation program and meet the line check requirements of § 121.440(a) and SFAR No. 58 through an FAA approved alternative line check program. *Grant, December 26, 1996, Exemption No. 5815B.*

Docket No.: 28097.

Petitioner: Columbia Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 133.19(a)(3) and 133.51.

Description of Relief Sought: To permit the petitioner to conduct external-load operations in the United States using Canadian-registered rotorcraft. *Grant, December 30, 1996, Exemption No. 6045A.*

Docket No.: 28397.

Petitioner: Tulsa Technology Center.

Sections of the FAR Affected: 14 CFR 65.17(a), 65.19(b), 65.75 (a) and (b).

Description of Relief Sought: To permit Tulsa Technology Center to: 1. Administer the FAA oral and practical tests to students at times and places identified in TTC's Operations Handbook.

2. Conduct oral and practical mechanic tests as an integral part of the

education process rather than conducting the tests upon students' successful completion of the mechanic written tests;

3. Approve students for retesting within 30 days after failure without requiring a signed statement certifying that additional instruction has been given in the failed area; and

4. Administer the AMG written test to students immediately following successful completion of the general curriculum, prior to meeting the experience requirements of § 65.77. *Grant, January 10, 1997, Exemption No. 6569.*

Docket No.: 28677.

Petitioner: Bulldog Airlines, Inc.

Sections of the FAR Affected: 14 CFR 133.43 (a) and (b).

Description of Relief Sought: To allow the petitioner to use its helicopters to perform external load operations for the purpose of conducting human aerial performances, without using an approved external-load-attaching means or an approved quick-release device. *Grant, December 26, 1996, Exemption No. 6563.*

Docket No.: 28706

Petitioner: National Warplane Museum.

Sections of the FAR Affected: 14 CFR 91.315.

Description of Relief Sought: To permit the petitioner to carry passengers on local flights for compensation or hire in its limited category Boeing B-17 aircraft (B-17) in support of the petitioner's fundraising efforts. *Grant, December 27, 1996, Exemption No. 6565.*

Docket No.: 28709.

Petitioner: William L. Hale.

Sections of the FAR Affected: 14 CFR 91.109 (a) and (b)(3).

Description of Relief Sought: To permit the petitioner to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements in certain Beechcraft airplanes equipped with a functioning throwover control wheel in place of functioning dual controls. *Grant, December 27, 1996, Exemption No. 6564.*

Docket No.: 28711.

Petitioner: Trans World Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.434(c)(1)(ii).

Description of Relief Sought: To permit Trans World Airlines, Inc., to substitute a qualified and authorized check airman for an FAA inspector to observe a qualifying pilot in command (PIC) while that PIC is performing prescribed duties during at least one flight leg that includes a takeoff and a