

The Airport Manager for Snohomish County Airport submitted to the FAA noise exposure maps, descriptions and other documentation which were produced during an airport Noise Compatibility Study. It was requested that the FAA review this material as the noise exposure maps, as described in Section 103(a)(1) of the Act, 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.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by PAE. The specific maps under consideration are Figures C5 and G1 in the submission. The FAA has determined that these maps for Snohomish County Airport are in compliance with applicable requirements. This determination is effective on April 5, 1996. FAA's determination on an airport operator's noise exposure maps is limited to the determination that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on noise exposure maps submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable for the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the maps depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of the FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for PAE, also effective on April 5, 1996. 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 2, 1996.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, paragraph 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 the 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,  
Independence Avenue, SW, Room  
615, Washington, D.C.

Federal Aviation Administration,  
Airports Division, ANM-600, 1601  
Lind Avenue, S.W., Renton,  
Washington, 98055-4056

Snohomish County Airport, Everett,  
Washington

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

Issued in Renton, Washington, April 5, 1996.

Matthew Cavanaugh,  
*Acting Manager, Airports Division, ANM-600,  
Northwest Mountain Region.*

[FR Doc. 96-9251 Filed 4-12-96; 8:45 am]

**BILLING CODE 4910-13-M**

**[Summary Notice No. PE-96-19]**

**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 May 6, 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, D.C. 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 April 9, 1996.

Donald P. Byrne,  
*Assistant Chief Counsel for Regulations.*

Petitions for Exemption

*Docket No.:* 28459.

*Petitioner:* BiPlane Adventure Tours, Ltd.

*Sections of the FAR Affected:* 14 CFR 135.1(b)(2).

*Description of Relief Sought:* To permit BiPlane Adventure Tours, Ltd.,

to conduct sightseeing flights beyond the 25-statute mile limit from Old Bridge Airport, New Jersey, to the Statue of Liberty in New York Harbor, which is approximately 30 statute miles away, without meeting the requirements of part 135.

*Docket No.:* 28487.

*Petitioner:* Custom Products, Inc.

*Sections of the FAR Affected:* 14 CFR 25.853(a).

*Description of Relief Sought:* To allow Custom Products, Inc., exemption from the vertical burn test requirements of § 25.853(a) of the FAR for water-based adhesives used in the manufacture of aircraft seat cushions.

[FR Doc. 96-9242 Filed 4-12-96; 8:45 am]

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#### [Summary Notice No. PE-96-17]

#### 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 May 6, 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, D.C. 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 April 9, 1996.

Donald P. Byrne,

*Assistant Chief Counsel for Regulations.*

#### Disposition of Petitions

*Docket No.:* 23290.

*Petitioner:* Air Transport Association of America.

*Sections of the FAR Affected:* 14 CFR 121.311(f) and 121.391(d).

*Description of Relief Sought/Disposition:* To permit ATA member airlines and other similarly situated part 121 certificate holders to locate required flight attendants at the mid-cabin flight attendant station during takeoff and landing on B-767 aircraft.

*Grant, March 13, 1996, Exemption No. 4298F*

*Docket No.:* 26847.

*Petitioner:* FlightSafety International.  
*Sections of the FAR Affected:* 14 CFR 141.65.

*Description of Relief Sought/Disposition:* To permit FlightSafety International (FSI) to recommend graduates of its approved certification course for airline transport pilot (ATP) certificates and associated ratings without taking the FAA written test. Because FSI holds an exemption from § 141.65 (Exemption No. 5652, as amended), which permits FSI to recommend graduates of its flight instructor certification courses for flight instructor certificates with associated ratings, without having to take the FAA written or practical test, this request is considered an amendment to that exemption.

*Grant, March 13, 1996, Exemption No. 5652B*

*Docket No.:* 27196.

*Petitioner:* Tower Air, Inc.  
*Sections of the FAR Affected:* 14 CFR 121.434(e).

*Description of Relief Sought/Disposition:* To amend Exemption No. 5628, which permits Tower Air, Inc., to use flight attendants, on certain flights,

who have not completed supervised operating experience under part 121. This amendment corrects the inadvertent omission of the termination date of the exemption (2 years from the issuance of the exemption).

*Grant, March 19, 1996, Exemption No. 5628A*

*Docket No.:* 27612.

*Petitioner:* United AirLines.

*Sections of the FAR Affected:* 14 CFR 121.411(a)(6).

*Description of Relief Sought/Disposition:* To permit Captain Larry Walters to continue to serve United Airlines, Inc., (United) as a Check Airman and Aircrew Program Designee in Boeing 757/767 simulators and to conduct line checks from the observer's seat in United's Boeing 757/767 aircraft, even though he has lost his medical certification.

*Denial, March 13, 1996, Exemption No. 6408*

*Docket No.:* 28319.

*Petitioner:* Dornier Aviation (North America), Inc.

*Sections of the FAR Affected:* 14 CFR 121.411(a) (2) and (3) and (b)(2); 121.413 (b) and (c); appendix H, part 121; 135.337(a) (2) and (3) and (b)(2); and 135.339 (b) and (c).

*Description of Relief Sought/Disposition:* To permit Dornier Aviation (North America) Inc., (DANA) to use certain qualified instructor pilots to train part 121 and part 135 certificate holders' pilots in an FAA-approved simulator, or in airplanes manufactured by Dornier Luftfahrt, GmbH, without those instructors meeting all the applicable training requirements of part 121 and 135, or the employment requirements of appendix H of part 121, and with DANA holding an air carrier operating certificate.

*Grant, March 13, 1996, Exemption No. 6409*

*Docket No.:* 28368.

*Petitioner:* Dornier Aviation (North America), Inc.

*Sections of the FAR Affected:* 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57(c) and (d); 61.58(c)(1) and (d); 61.63(c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d)(1) and (2) and (e)(1) and (2); 61.191(c); and appendix A, part 61.

*Description of Relief Sought/Disposition:*

To permit Dornier Aviation (North America), Inc., to use FAA-approved simulators to meet certain flight experience requirements of part 61.