

agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with 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 and the Aviation Safety and Noise Abatement Act of 1979, 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;

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 Regional Office in Kansas City, Missouri.

The city of Kansas City submitted to the FAA on August 14, 1995, the Noise

Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study. The Kansas City International Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on February 9, 1996. Notice of this determination was published in the Federal Register on February 26, 1996.

The Kansas City International 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 beyond the year 1998. 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 February 9, 1996, and was required by a provision in the Act to approve or disapprove the program within 180 days. 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 24 proposed actions for noise abatement and 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 effective August 5, 1996.

Outright approval was granted for 19 of the 24 program elements, one measure was partially approved, 3 measures were disapproved for part 150 purposes, and one measure was disapproved pending further submittal of information. Some of the approved noise abatement measures include establishment of informal preferential runway use program to favor north flow, acquisition of ten homes south of the airport within DNL 65 dB based on 1998 Noise Compatibility Plan, acquisition of aviation easements over three residences within DNL 65 dB based on 1998 Noise Compatibility Plan, and implementation or maintenance of numerous zoning measures.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator on August 5, 1996. 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 for the Kansas City International Airport. Questions may be directed to the individual named above under the

**heading, FOR FURTHER INFORMATION CONTACT.**

Issued in Kansas City, Missouri, on September 24, 1996.

George A. Hendon,  
Manager, Airports Division.

[FR Doc. 96-25545 Filed 10-3-96; 8:45 am]

BILLING CODE 4910-13-M

**[Summary Notice No. PE-96-46]**

**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 October 23, 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](mailto: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. Fred Haynes, (202) 267-3939, or Ms. Marisa Mullen, (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, DC, on September 30, 1996.

Joseph A. Conte,  
*Acting Assistant Chief Counsel for Regulations.*

#### Dispositions of Petitions

*Docket No.:* 22822.

*Petitioner:* T.B.M., Inc.

*Sections of the FAR Affected:* 14 CFR § 91.611.

*Description of Relief Sought/*

*Disposition:* To permit T.B.M. and its subsidiary, Butler Aircraft Company (BAC), to conduct ferry flights with one engine inoperative on their DC-6 and DC-7 series aircraft without obtaining a special flight permit for each flight. *Grant, July 31, 1996, Exemption No. 5204C.*

*Docket No.:* 23543.

*Petitioner:* Arnautical Training Center.

*Sections of the FAR Affected:* 14 CFR §§ 61.55(b)(3); 61.56(h) (1), (2), and (4), 61.57 (c)(3) and (d)(2); 61.58(e); 61.64(e)(3); 61.65 (e)(2), (g)(1) and (3); 61.67 (c)(4) and (d)(2); 61.158(d)(1); 61.191(d); and 61.197(e).

*Description of Relief Sought/*

*Disposition:* To permit Arnautical to continue to use FAA-approved simulators to meet certain flight experience requirements. *Grant, July 31, 1996, Exemption No. 4581E.*

*Docket No.:* 26188.

*Petitioner:* Advanced Flight Simulation, Inc.

*Sections of the FAR Affected:* 14 CFR §§ 61.55(b)(3); 61.56(h) (1), (2), and (4), 61.57 (c)(3) and (d)(2); 61.58(e); 61.64(e)(3); 61.65 (e)(2), (g)(1) and (3); 61.67 (c)(4) and (d)(2); 61.158(d)(1); 61.191(d); and 61.197(e).

*Description of Relief Sought/*

*Disposition:* To allow Advanced Flight Simulation, Inc. to continue to use FAA-approved simulators to meet certain flight experience requirement. *Grant, July 31, 1996, Exemption No. 5205C.*

*Docket No.:* 26609.

*Petitioner:* Jet-Exam/Jet Crew.

*Sections of the FAR Affected:* 14 CFR §§ 61.55(b)(3); 61.56(h) (1), (2), and (4), 61.57 (c)(3) and (d)(2); 61.58(e); 61.64(e)(3); 61.65 (e)(2), (g)(1) and (3); 61.67 (c)(4) and (d)(2); 61.158(d)(1); 61.191(d); and 61.197(e).

*Description of Relief Sought/*

*Disposition:* To allow Jet Exam/Jet Crew, Inc. to continue to use FAA-approved simulators to meet certain flight experience requirements. *Grant, July 31, 1996, Exemption No. 5478B.*

*Docket No.:* 26667.

*Petitioner:* FlightSafety International.

*Sections of the FAR Affected:* 14 CFR §§ 121.402, 121.411(c) (2) and (3), 121.412(c) (2) and (3), 121.413 (c), (d), and (g), and 121.414 (c), (d), and (g).

*Description of Relief Sought/*

*Disposition:* To permit FlightSafety International, without holding an air carrier operating certificate, to train part 121 certificate holders' pilots, flight engineers, and check airmen in initial, transition, upgrade, differences, and recurrent training in FAA-approved simulators without FSI's instructors and check airmen meeting all the applicable training requirements of part 121, subpart N. The 1-year employment requirements of part 121 appendix H for certain instructor and check airmen, and the requirement to hold a 3rd class medical certificate are also exempted. *Grant, July 30, 1996, Exemption No. 5408D.*

*Docket No.:* 27237.

*Petitioner:* Midwest Express Airlines, Inc.

*Sections of the FAR Affected:* 14 CFR § 121.471 (a)(4) and (b)(2).

*Description of Relief Sought/*

*Disposition:* To allow Midwest Express to schedule a flight crewmember and allow that flight crewmember to accept a flight time assignment that would require the flight crewmember to exceed 8 hours of flight time between required rest periods and without receiving at least 10 consecutive hours of rest for 8 or more but less than 9 hours of scheduled flight time during the 24 consecutive hours preceding the scheduled completion of a flight segment. *Denial, August 2, 1996, Exemption No. 6493.*

*Docket No.:* 28552.

*Petitioner:* World Free Fall Convention.

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

*Description of Relief Sought/*

*Disposition:* To permit nonstudent parachutists who are foreign nationals (foreign parachutists) to participate in a parachute jumping event sponsored by the WFFC without complying with the parachute equipment and packing requirements of the Federal Aviation Regulations. *Grant, July 31, 1996, Exemption No. 6492.*

[FR Doc. 96-25417 Filed 10-3-96; 8:45 am]

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[Summary Notice No. PE-96-47]

#### 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 October 23, 1996.

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#### FOR FURTHER INFORMATION CONTACT:

Fred Haynes (202) 267-3939 or Marisa Mullen (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).