

1997. This notice also announces the availability of this program update for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties to the local community, government agencies, and persons using the airport.

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 Sarasota Manatee Airport Authority submitted to the FAA on April 9, 1997, an updated future noise exposure map, descriptions and other documentation which were produced during the Sarasota-Bradenton International Airport FAR Part 150 Study Update conducted between May 1, 1993 and April 7, 1997. It was requested that the FAA review this material as the future noise exposure map, 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 updated future noise exposure map and related descriptions submitted by the Sarasota-Manatee Airport Authority. The specific map under consideration is "FUTURE (2000) NOISE EXPOSURE MAP with Recommended Noise Abatement Measure Implemented" in the submission. The FAA has determined that this map for Sarasota-Bradenton International Airport is in compliance with applicable requirements. This determination is effective on April 15, 1997. FAA's determination on an airport operator's noise exposure map is limited to a finding that the map was 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 a noise exposure map 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 map to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from 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 a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those map, 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 § 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program update for Sarasota-Bradenton International Airport, also effective on April 15, 1997. 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 update. The formal review period, limited by law to a maximum of 180 days, will be completed on or before October 12, 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

update 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 updated future noise exposure map, the FAA's evaluation of the map, and the proposed noise compatibility program update are available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 5950
Hazelton National Drive, Suite 400,
Orlando, Florida 32822-5024
Sarasota Manatee Airport Authority,
Sarasota-Bradenton International
Airport, 6000 Airport Circle, Sarasota,
FL 34243

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

Issued in Orlando, Florida April 15, 1997.

John W. Reynolds, Jr.,

Assistant Manager, Orlando Airport District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-97-25]

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 of 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 15, 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: 9-NPRM-CMNTS@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 April 21, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions For Exemption

Docket No.: 012SW.

Petitioner: Robinson Helicopter Company.

Sections of the FAR Affected: 14 CFR 27.695.

Description of Relief Sought: To permit certification of hydraulically boosted controls on the Model R44 helicopter without the necessity of considering the jamming of a control valve as a possible failure signal.

Docket No.: 28781.

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.438.

Description of Relief Sought: To permit the petitioner to allow its second-in-command (SIC) pilots that have fewer than 100 hours of flight time as SIC in part 121 operations in the type of airplane being flown to perform takeoffs and landings at airports designated as special airports.

Docket No.: 28827.

Petitioner: Cessna Aircraft Co.

Sections of the FAR Affected: 14 CFR 25.813(e).

Description of Relief Sought: To permit the installation of a door between passenger compartments in the Cessna Citation Model 560XL.

Docket No.: 28855.

Petitioner: Offshore Logistics, Inc.

Sections of the FAR Affected: 14 CFR 135.152(a).

Description of Relief Sought: To allow the petitioner to operate certain rotorcraft with a seating configuration, excluding pilot seats, of 10 to 19 seats without an approved flight data recorder.

Dispositions of Petitions

Docket No.: 24446.

Petitioner: Air Transport Association of America.

Sections of the FAR Affected: 14 CFR 121.485(b).

Description of Relief Sought/

Disposition: To allow the petitioner's member airlines and other similarly situated part 121 air carriers to conduct flights with an airplane having a crew of three or more pilots and an additional flight crewmember.

Grant, April 18, 1997, Exemption No. 4317F.

Docket No.: 28479.

Petitioner: Strong Enterprise.

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

Description of Relief Sought/

Disposition: To permit employees, representatives, and other volunteer experimental parachute test jumpers under Strong Enterprises' control to make tandem parachute jumps while wearing a dual-harness, dual parachute pack having at least one main parachute and one auxiliary parachute. The exemption also permits pilots in command of aircraft involved in these operations to allow such persons to make these parachute jumps.

Grant, April 11, 1997, Exemption No. 6474A.

Docket No.: 28638.

Petitioner: U.S. Department of Justice, Immigration and Naturalization Service.

Sections of the FAR Affected: 14 CFR 91.111(b), 91.159(a), and 91.209(a).

Description of Relief Sought/

Disposition: To permit the petitioner to conduct in-flight identification, surveillance, and pursuit operations consistent with the assigned mission of the Immigration and Naturalization Service.

Grant, April 10, 1997, Exemption No. 1533C.

Docket No.: 28744.

Petitioner: Boeing commercial airplane Group.

Sections of the FAR Affected: 14 CFR 25.571(e)(1).

Description of Relief Sought/

Disposition: To allow the Boeing 737-600/700/800 airplanes relief provided the airplane design complies with the intent of the rule utilizing an impact with a 4 pound bird at "Vc at sea level

or 0.85 Vc at 8,000 feet, whichever is greater.

Grant, April 8, 1997, Exemption No. 6600.

[FR Doc. 97-10730 Filed 4-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Reference DTNH22-97-H05108]

Discretionary Cooperative Agreements to Support the Demonstration and Evaluation of Safe Communities Programs

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Amendment of agency announcement published February 12, 1997, 62 FR 6603.

SUMMARY: The announcement section entitled Application Review Process and Evaluation Factors as appearing on 62 FR 6607 is amended to add the following sentence to the first paragraph:

NHTSA anticipates that an individual, who is not a Federal employee, with technical expertise in state and local data and evaluation methodology will assist in the evaluation of applications received in response to this announcement. Such participation shall not violate any Federal conflicts of interest provisions. Any individual serving in such a capacity will be required to file a statement of financial interests, as well as sign a non-disclosure agreement. Unless an applicant expressly objects to NHTSA's use of such of an individual, NHTSA will assume applicant consent.

James H. Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 97-10731 Filed 4-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; General Motors

AGENCY: National Highway Traffic Safety Administration (NHTSA) Department of Transportation (DOT).

ACTION: Grant of petition for exemption.

SUMMARY: This notice grants in full the petition of General Motors Corporation