

uses as of the date of submission of such map, a description of projected aircraft operations, and the ways in which such operations will affect such map. The Act requires such map to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted a noise exposure map that is found by FAA to be in compliance with the requirements of Federal Aviation Regulation (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 introduction of additional non compatible uses.

The Pease Development Authority submitted to the FAA on August 1, 1995, a noise exposure map, descriptions, and other documentation which were produced during the Airport Noise Compatibility Planning (part 150) study at Pease International Tradeport from May 1991 to June 1995. It was requested that the FAA review this material as the 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 noise exposure map and related descriptions submitted by Pease Development Authority. The specific maps under consideration were Figures 4-7, "Noise Exposure Map for 1993-94 Base Case", 4-10, "Noise Exposure Map for Future Scenario A", 4-15, "Noise Exposure Map for Future Scenario D", 6-16, "Ldn Contours for 1993-94 Base Case With Noise Abatement", 6-17, "Ldn Contours for Scenario A with Noise Abatement, Excluding Aircraft Access Restrictions", and 6-19, "Ldn Contours for Scenario D with Noise Abatement, Excluding Aircraft Access Restrictions", along with the supporting documentation in "Pease International Tradeport; FAR part 150 Airport Noise Compatibility Study". The FAA has determined that the maps for Pease International Tradeport are in compliance with applicable requirements. This determination is effective on August 14, 1995.

FAA's determination on an airport operator's noise exposure maps is limited to a finding 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 a noise exposure map submitted under section 103 of the Act, it should be noted 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 the map, or with those 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 or FAR part 150, that the statutorily required consultation is been accomplished.

The FAA formally received the noise compatibility program for Pease International Tradeport, also effective on August 14, 1995. Primary 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 February 10, 1996. The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 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 non compatible land uses and preventing the introduction of additional non compatible 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 map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Pease Development Authority, Suite 1,  
601 Spaulding Turnpike, Portsmouth,  
New Hampshire 03801-2833  
Federal Aviation Administration, New  
England Region, Airports Division,  
ANE-600, 12 New England Executive  
Park, Burlington, Massachusetts  
01803

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

Issued in Burlington, Massachusetts on August 14, 1995.

**Vincent A. Scarano,**

*Manager, Airports Division, New England Region.*

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#### **Intent To Prepare an Environmental Impact Statement and To Hold Environmental Scoping Meetings for Airside Improvements at Boston-Logan International Airport, East Boston, MA**

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

**ACTION:** Notice of public environmental scoping meetings.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a series of airside improvements under consideration by the Federal Aviation Administration and Massachusetts Port Authority (Massport) for Boston-Logan International Airport, in the City of Boston, Massachusetts. To ensure that all significant issues related to this planning effort are identified, public scoping meetings will be held.

**FOR FURTHER INFORMATION CONTACT:** John Silva, Manager, Environmental Programs, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone number: 617-238-7602.

**SUPPLEMENTARY INFORMATION:** The FAA, in cooperation with Massport, will prepare an EIS on a proposal to implement a program of airside improvements to reduce congestion and delay at Logan and to improve airfield operating efficiency. Logan is presently

America's 13th busiest airport for passengers and ranks 14th for total aircraft operations. Growth is projected to occur even as other air facilities in the region relieve some of the anticipated increase.

The EIS will evaluate a range of actions, including a new commuter unidirectional Runway 14/32; a new Centerfield Taxiway; several runway extension/realignment options; changes to arrival and departure procedures; upgrading of the Runway 33L Instrument Landings System (ILS) to Category III; modifications to aircraft instrument operations; and a pricing structure to reduce demand levels during peak period.

Comments and suggestions are invited from federal, state, and local agencies, and other interested parties, in order to ensure that a full range of issues related to the airside improvements under consideration is identified and addressed in the scope of work for the EIS. The EIS will be jointly prepared as an Environmental Impact Report (EIR), as required by regulations pursuant to the Massachusetts Environmental Policy Act.

**PUBLIC SCOPING MEETINGS:** In order to provide for both agency and public input, two scoping sessions have been scheduled on September 21, 1995. An afternoon scoping session will be held for federal, state and local agencies at 2:00 pm in the Massport Media Room, Logan International Airport Old Tower Building, 2nd level (next to the Communications Department). This will be preceded by a bus tour of the Airside Improvement Projects. Agency personnel interested in the tour should assemble in the Media Room at 12:30 pm. An evening scoping session for public input will be held at 6:00 pm. This meeting, at which agency personnel are invited to attend, will be held at the State Transportation Building, 10 Park Plaza, Conference Rooms 1 and 2, Boston, Massachusetts.

Issued in Burlington, Massachusetts, on August 14, 1995.

**Vincent A. Scarano,**

Manager, Airports Division FAA, New England Region.

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BILLING CODE 4910-13-M

[Summary Notice No. PE-95-29]

### Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

**AGENCY:** Federal 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, the 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, September 11, 1995.

**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. 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. 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 August 15, 1995.

**Donald P. Byrne,**

Assistant Chief Counsel for Regulations.

### Petitions for Exemption

**Docket No.:** 27491

**Petitioner:** Helicopter Association International/Association of Air Medical Services

**Sections of the FAR Affected:** 14 CFR 135.213(b), 135.219, and 135.225(a)(1), (a)(2), (f), and (g)

**Description of Relief Sought:** To permit emergency medical service helicopters operators to file an instrument flight rule (IFR) flight plan and conduct IFR approaches and takeoffs at airports and helicopters that do not have an approved weather reporting source. The exemption, if granted, would also permit takeoffs under IFR, or initiation of IFR or over-the-tip operations when the latest weather reports or forecasts do not indicate that weather conditions at the estimated time of arrival at the intended landing area will be at or above authorized IFR landing minimums.

**Docket No.:** 28257

**Petitioner:** Flight Structures, Inc.  
**Sections of the FAR Affected:** 14 CFR 25.785(d), 25.813(b), 25.857(e), 25.1447(c)(1), and 25.1447(c)(3)(ii)

**Description of Relief Sought:** To permit supplemental type certification of the Airbus Model A300-B4-203 airplane (converted to a freighter) and the carriage on the main deck of up to five non-crewmembers in addition to the maximum of three flight crewmembers.

**Docket No.:** 28260

**Petitioner:** Emery Worldwide Airlines, Inc.

**Sections of the FAR Affected:** 14 CFR 121.503, 121.505, and 121.511

**Description of Relief Sought:** To allow Emery Worldwide Airlines, Inc., (EWA) pilots and flight engineers to operate within the contiguous 48 states with DC-8 aircraft in accordance with the provisions of § 121.471, which apply to domestic air carriers, although EWA is a supplemental air carrier.

**Docket No.:** 28261

**Petitioner:** Ameriflight, Inc.  
**Sections of the FAR Affected:** 14 CFR 91.205(d)(6)

**Description of Relief Sought:** To permit Ameriflight to conduct instrument flight rule (IRF) operations with inoperative aircraft clocks installed in its aircraft.

**Docket No.:** 28263

**Petitioner:** Mr. William T. Reiners  
**Sections of the FAR Affected:** 14 CFR 121.383(c)

**Description of Relief Sought:** To permit Mr. Reiners to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

### Dispositions of Petitions

**Docket No.:** 27155

**Petitioner:** Saab Aircraft AB  
**Sections of the FAR Affected:** 14 CFR 25.562(c)(5)

**Description of Relief Sought Disposition:** To extend Exemption No. 5623, as