

## LAND USE MEASURES

Land use control measure No.	Description	NCP pages
1 .....	This measure is recommended to provide for noise and avigation easements over property within the extended Airport Noise Overlay Zones 2 and 3 to be dedicated to Lee County for any use permitted by these zoning codes. This results in notification to those proposing future development within the Noise Overlay Zones and will provide protection to the airport from development near the airport. FAA Action: Approved.	pgs. VII-12 to -13, VII-25 to -26, VII-33 to -34, VII-40 to -42 & VII-44 to -45; Exhibits 16, 20 & 21; and Table 13.
2 .....	It is recommended that Noise Overlay Zones 2 and 3 be extended in the Airport vicinity based on the 1999 (with parallel runway and runway extensions) NEM. Zone 2 and Zone 3 consists of those areas of land encompassed by the 60 DNL and 65 DNL respectively. No mobile homes are permitted in Zone 2. Zone 3 does not allow homes, churches, libraries, schools, hospitals, correctional institutions or nursing homes in the area. This will help promote future land use compatibility development in new areas in Lehigh Acres, Timber Trails and south of Alico Road, will extend protection within Alico Corridor, and will assist in the implementation of Land Use Control Measures 1 and 4. Noise Overlay Zones in Southeast Gateway should be maintained. FAA Action: Approved.	pgs. VII-12 to -13, VII-17, VII-25 to -26, VII-40 to -46; Exhibits 16, 20 & 21; and Table 13.
3 .....	It is recommended that current and future land use designations in the Lee Plan be maintained within the Alico Corridor and Timber Trails areas. This will maintain areas for future compatible development (Alico Corridor) and effectively discourage incompatible residential development (Timber Trails). FAA Action: Approved.	pgs. VII-12 to -16, VII-41, VII-43 & VII-45, Exhibits 14 & 21; and Table 13.
4 .....	It is recommended that the building code be amended to provide the property owner with optional sound attenuation specifications for new dwellings located within the boundary of Noise Overlay Zone 3. This will address noise impacts on new noise sensitive uses that are vested and can be constructed in both the Alico Corridor and Timber Trails areas. FAA Action: Approved The FAA strongly discourages any new noncompatible construction within the DNL 65 dB noise contour. Any new construction within this noise contour may not be eligible for Federal funding for airport noise mitigation..	pgs. VII-14 to -15, VII-37 to -38 & VII-44 to -45; and Table 13.
5 .....	It is recommended that the Lee Plan Future Land Use Designation be amended to designate an area south of Alico Road and immediately east and west of I-75 for Industrial Commercial use (University spin-off area). This will promote land use compatibility and allow for a more logical and cohesive development in an area that will experience aircraft overflights and noise from the proposed new parallel runway. FAA Action: Approved.	pgs. VII-17, VII-26 to -32 and VII-42 to -43; Exhibits 14 & 20; and Table 13.
6 .....	It is recommended that the Lee County Zoning regulations be amended to support commercial use zoning in areas south of Alico Road and immediately east and west of I-75. This will ensure that residential development does not occur in areas that will be subject to overflights and sideline noise from the proposed new parallel runway. FAA Action: Approved.	pgs. VII-17, VII-21 to 25 and VII-42; Exhibits 15 & 20; and Table 13.
7 .....	It is recommended that information regarding noise exposure in the vicinity of the Airport and sample disclosure statements be distributed to all real estate agents in the area. This will provide the agents with a written notice of a property's location relative to the Airport and certain aircraft noise levels that may be incompatible with residential and other noise-sensitive land uses. The dissemination of this information may also enhance the Airport's position in the event of legal action. FAA Action: Approved.	pgs. VII-34 to -35 & VII-46; and Table 13.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on November 13, 1995. 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 office of the Lee County Port Authority.

Issued in Orlando, Florida on November 28, 1995.

Charles E. Blair,

Manager, Orlando, Airports District Office.

[FR Doc. 95-29566 Filed 12-4-95; 8:45 am]

BILLING CODE 4910-13-M

**[Summary Notice No. PE-95-43]**

**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 December 26, 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, 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 November 30, 1995.

Donald P. Byrne,

*Assistant Chief Counsel for Regulations.*

*Docket No.: 127CE.*

*Petitioner:* Beech Aircraft Corporation.

*Sections of the FAR Affected:* 14 CFR 23.807(d)(1)(l).

*Description of Relief Sought:* To allow a single emergency exit, in addition to the cabin door, for Models B300 and B300C aircraft having nine passenger seats or less.

*Docket No.: 28296.*

*Petitioner:* FlightSafety International.  
*Sections of the FAR Affected:* 14 CFR 61.57(c) and (d), 61.58(b), and 61.157(a) and (f)(1).

*Description of Relief Sought:* To permit FlightSafety International to establish a continuous qualification training program for pilots flying for operations conducted under part 91 that would allow the participants to (1) satisfy certain training and recent flight experience requirements in Level B, Level C, and Level D simulators; (2) act as pilot in command of aircraft type certificated for more than one required pilot by satisfactorily completing an approved aircraft-specific recurrent training program, with the previous 24 calendar months, in lieu of the pilot in command evaluation required in § 61.58(b); and (3) obtain an airline transport pilot certificate or an additional type rating without passing the practical test prescribed in § 61.157(a).

*Docket No.: 28355.*

*Petitioner:* National Transportation Safety Board.

*Sections of the FAR Affected:* 14 CFR 121.359(a).

*Description of Relief Sought:* To permit, as part of a 6-month NTSB investigation, USAir, Southwest Airlines, and Continental Airlines Boeing 737 flightcrews experiencing an uncommanded flight control input to deactivate the cockpit voice recorder upon clearing the active runway after landing.

*Docket No.: 28370.*

*Petitioner:* Cessna Aircraft Co.

*Sections of the FAR Affected:* 14 CFR 25.562.

*Description of Relief Sought:* To permit Cessna exemption from the emergency landing dynamic conditions of FAR for side-facing multiple seating as applied to their new Model 750 (Citation X) airplane.

[FR Doc. 95-29573 Filed 12-4-95; 8:45 am]

BILLING CODE 4910-13-M

**Research, Engineering and Development Advisory Committee; Challenge 2000 Subcommittee**

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the Challenge 2000 Subcommittee of the Federal Aviation Administration (FAA) Research, Engineering and Development Advisory Committee to be held Monday, December 18, 1995, 1 p.m. to 3 p.m. The meeting will take place at the FAA, 800 Independence Avenue, SW., Rooms 8AB, Washington, DC.

This purpose of this meeting is to present preliminary findings of the Challenge 2000 subcommittee.

Attendance is open to the interest public but limited to the space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements, obtain information, or attend the meeting should contact Ms. Nancy Lane, AIR-510, 800 Independence Ave., SW., Washington, DC at (202) 267-7061, the FAA Designated Federal Official to the Subcommittee.

Members of the public may present a written statement to the Subcommittee at any time.

Issued in Washington, DC, on November 28, 1995.

Clyde A. Miller,

*Manager, Research Division.*

[FR Doc. 95-29568 Filed 12-4-95; 8:45 am]

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**Notice of Intent to Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Ogdensburg International Airport, Ogdensburg, NY**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Ogdensburg International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before January 4, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Philip Brito, Manager; New York Airports District Office; 600 Old Country Road, Suite 446; Garden City, New York 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Danny L. Duprey, Executive Director of the Ogdensburg Bridge and Port Authority at the following address: Bridge Plaza; Ogdensburg, New York 13669.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Ogdensburg Bridge and Port Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Philip Brito, Manager, New York Airports District Office; 600 Old Country Road, Suite 446; Garden City, New York 11530; telephone number (516) 227-3803. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Ogdensburg International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 20, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Ogdensburg Bridge and Port Authority was substantially complete within the requirements of