

March 5, 1997, and for loans for economic injury the deadline is October 6, 1997.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: February 10, 1997.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 97-4025 Filed 2-18-97; 8:45 am]

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[Declaration of Disaster Loan Area #2930]

Wisconsin (And Contiguous Counties in Illinois); Declaration of Disaster Loan Area

Green County and the contiguous counties of Dane, Iowa, Lafayette, and Rock in Wisconsin, and Stephenson and Winnebago Counties in Illinois constitute a disaster area as a result of damages caused by severe storms and flooding which occurred on July 17 and 18, 1996. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on April 11, 1997 and for economic injury until the close of business on November 10, 1997 at the address listed below:

U.S. Small Business Administration, Disaster Area 2 Office, One Baltimore Place, Suite 300, Atlanta, GA 30308

or other locally announced locations.

The interest rates are:

	Percent
For Physical Damage:	
HOMEOWNERS WITH CREDIT AVAILABLE ELSEWHERE	7.625
HOMEOWNERS WITHOUT CREDIT AVAILABLE ELSEWHERE	3.875
BUSINESSES WITH CREDIT AVAILABLE ELSEWHERE	8.000
BUSINESSES AND NON-PROFIT ORGANIZATIONS WITHOUT CREDIT AVAILABLE ELSEWHERE	4.000
OTHERS (INCLUDING NON-PROFIT ORGANIZATIONS) WITH CREDIT AVAILABLE ELSEWHERE	7.125
For Economic Injury:	
BUSINESSES AND SMALL AGRICULTURAL CO-OPERATIVES WITHOUT CREDIT AVAILABLE ELSEWHERE	4.000

The numbers assigned to this disaster for physical damage are 293006 for Wisconsin and 293106 for Illinois. For economic injury the numbers are 937600 for Wisconsin and 937700 for Illinois.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: February 10, 1997.

Philip Lader,

Administrator.

[FR Doc. 97-4024 Filed 2-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Lambert-St. Louis International Airport, St. Louis, Missouri; FAA Approval of Noise Compatibility Program

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program (NCP) update submitted by the city of St. Louis Airport Authority (STLAA) under the provisions of Title I of the Aviation Safety and Noise Abatement Act (ASNA) of 1979 (Pub. L. 96-193) and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On July 15, 1996, the FAA determined that the Noise Exposure Maps (NEM) submitted by STLAA under part 150 were in compliance with applicable requirements. On January 10, 1997, the Associate Administrator for Airports approved the Lambert-St. Louis International Airport Noise Compatibility Program. All measures in the NCP are approved with the exception of a portion of one measure related to height hazard zoning, which is not within the purview of part 150, and another measure which is a flight procedure that does not have to be acted on within the 180-day formal review period. An FAA determination on this flight procedure is anticipated within about 30 days.

EFFECTIVE DATE: The effective date of the FAA's approval of the Lambert-St. Louis International Airport Noise Compatibility Program is January 10, 1997.

FOR FURTHER INFORMATION CONTACT: Moira D. Keane, ACE-615B, Federal Aviation Administration, Airports Division, 601 E. 12th St., Kansas City, Missouri 64106. Telephone No. (816) 426-4731. Documents reflecting this FAA action may be obtained from the same individual.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise

Compatibility Program for the Lambert-St. Louis International Airport, effective January 10, 1997.

Under Section 104(a) the Aviation Safety and Noise Abatement Act (ASNA) of 1979, an airport operator who has previously submitted a Noise Exposure Map submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government 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.

In May 1996, the STLAA submitted to the FAA the Noise Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study. The Lambert-St. Louis International Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on July 15, 1996. Notice of this determination was published in the Federal Register on July 31, 1996.

The Lambert-St. Louis International Airport study contains a proposed update to its Noise Compatibility Program comprised of actions designed for phased implementation by airport management from the date of study completion to beyond the year 2002. 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 July 15, 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 numerous proposed actions for noise abatement and mitigation on and off the airport, which were contained in the technical report entitled "FAR Part 150 Noise Compatibility Program Update." 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 January 10, 1997.

Outright approval was granted for all measures in the NCP, with the exception of a portion of one measure related to height hazard zoning, which is not within the purview of part 150, and another measure which is a flight procedure that does not have to be acted on within the 180-day formal review

period. An FAA determination on this flight procedure is anticipated within about 30 days.

Some of the approved noise abatement measures include: continued informal noise abatement procedures and implementation of additional enhanced noise control procedures; completion of ongoing acquisition of homes in Kinloch, East Kinloch, Southeast and Southwest Berkley, Ramona Hills, Bridgeton, Bridgeton Terrace, McNulty Manor, and Robertson; development of a sound insulation and sales (transaction) assistance program; and an automated aircraft monitoring system to assist the Airport in tracking the progress of the noise control procedures.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator on January 10, 1997. 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 Lambert-St Louis Airport Planning and Development Office, 4610 N. Lindbergh, Bridgeton, Missouri. Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Kansas City, Missouri, on February 5, 1997.

George A. Hendon,

Manager, Airports Division.

[FR Doc. 97-4066 Filed 2-18-97; 8:45 am]

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[Summary Notice No. PE-97-9]

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 document number involved and must be received on or before March 11, 1997.

ADDRESSES: Send comments to 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 with 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 February 12, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 010NM

Petitioner: Boeing Commercial Airplane Group

Sections of the FAR Affected: 14 CFR 25.809(f)

Description of Relief Sought: To provide an increased level of safety by permitting the use of an inertia reel for each of the seven crew-member occupants in addition to an escape rope at the crew entry door of the 757-200PF airplanes. A separate inertia reel and harness will be provided for each of the seven crew-member occupants.

Docket No.: 137CE

Petitioner: Air Tractor, Inc.

Sections of the FAR Affected: 14 CFR 23.3

Description of Relief Sought: To permit the AT-10, a freight carrying aircraft, to exceed the 12,500 pound limitation for a normal category aircraft.

Docket No.: 28774

Petitioner: Mid-East Jet, Inc.