The Scottsdale Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on June 5, 1996.

The FAA began its review of the program on August 20, 1997 and was required by a provision of the Act to approve or disapprove the program within 180-days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program contained 12 proposed actions for noise mitigation, 11 land use management and five program management measures for both 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 was approved, by the Associate Administrator for Airports, effective February 13, 1998.

Outright approval was granted for all 28 specific program measures. The approved measures included such items as: Encouraging non-Stage 3 aircraft to use Runway 21 for landing and Runway 3 for takeoff; Continuance of right turns as soon as practical when departing Runway 21; Request use of (National Business Aircraft Association (NBAA) standard noise abatement departure procedures for jets; Continue requiring maintenance run-ups to be performed at the north end of Kilo Ramp and continue prohibition of maintenance run-ups between 10:00 p.m. and 7:00 a.m.; Continue prohibition of stop-and-go operations, intersection, formation and simulated single engine takeoffs by multi-engine aircraft from Runway 21; Discourage straight out and left turns after departure on Runway 21; On Runway 3, discourage right downwind and right base pattern entry; Continue prohibition on touch-and-go and stop-and-go operations between 9:30 a.m. and 6:00 p.m.; Continue preferential use of Runway 21; Discourage descents below 2,500 feet MSL for normal practice instrument approaches; Encourage use of (Aircraft Owners and Pilots Association (AOPA) Noise Awareness Steps by light single engine aircraft; Request aircraft on approach to Runway 21 to avoid overlying residential land uses. Land use management measures: Establish an Airport Influence Area; Preserve general plan designation for compatible land uses; Retain existing compatible land uses within the Airport Influence Area; Amend the city of Scottsdale General Plan; Rezone certain parcels consistent with the City's General Plan; A dopt airport noise overlay zoning within the Airport Influence Area; Prohibit introduction of new noise sensitive land uses within the 65 DNL contour; and require fair disclosure agreements within the Airport Influence Area; Program management measures: Maintain a complaint response system; Monitor, review and update Noise Exposure Maps and the Noise Compatibility Program, as necessary; Broadcast noise abatement information on the Automatic Terminal Information System (ATIS), and purchase three portable noise monitors.

These determinations are set forth in detail in the Record of Approval endorsed by the Associate Administrator for Airports on February 13, 1998. 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 of the Scottsdale Airport, Scottsdale, Arizona.

Issued in Hawthorne, California on March 10, 1998.

Herman C. Bliss,
Manager, Airports Division, AWP-600, Western-Pacific Region.

[FR Doc. 98-7407 Filed 3-20-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-98-4]

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 regulations. 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 April 8, 1998.

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-CMTS@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), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:
Tawana Matthews (202) 267-9783 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 the Federal Aviation Regulations (14 CFR Part 11).


Gary Michel, Acting Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29117

Petitioner: Professional Aviation Maintenance Association

Sections of the FAR Affected: 14 CFR 65.92(a)

Description of Relief Sought: To permit PAMA members who attend an 8-hour training course at the April 1 through 3, 1998, PAMA Technical Symposium and Trade Show to renew their inspection authorization by April 15, 1998.

Docket No.: 29138

Petitioner: Washington State Department of Transportation
Sections of the FAR Affected: 14 CFR 61.197(a)(2)(ii).

Description of Relief Sought: To permit graduates of WDOT’s Federal Aviation Administration (FAA)-approved flight instructor refresher courses to renew their flight instructor certificates more than 90 days before the certificates expire.

Dispositions of Petitions

Docket No.: 28561
Petitioner: Scenic Airlines, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)
Description of Relief Sought/Disposition: To permit Scenic Airlines to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed.
Grant, February 24, 1998, Exemption No. 6471A

Docket No.: 27136
Petitioner: Kenai Air Alaska, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)
Description of Relief Sought/Disposition: To permit KAI to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed.
Grant, February 24, 1998, Exemption No. 5699B

Docket No.: 23290
Petitioner: Air Transport Association of America
Sections of the FAR Affected: 14 CFR 121.391(d)
Description of Relief Sought/Disposition: To permit ATA member airlines’ and other similarly situated part 121 certificate holders’ required flight attendants to be located at the mid-cabin flight attendant station during takeoff and landing on Boeing 767 airplanes.
Grant, February 24, 1998, Exemption No. 4298G

Docket No.: 27153
Petitioner: Kachina Aviation
Sections of the FAR Affected: 14 CFR 135.143(c)(2)
Description of Relief Sought/Disposition: To permit Kachina to operate without a TSO–C112 (Mode S) transponder installed in its aircraft operating under the provisions of part 135.
Grant, February 24, 1998, Exemption No. 5701B

Docket No.: 27490
Petitioner: C.A.E., Inc.
Section of the FAR Affected: 14 CFR 121.411(a)(2), (3), and (b)(2); 121.413(b), (c), and (d); and appendix H to part 121
Description of Relief Sought/Disposition: To permit certain pilot and flight engineer (FE) instructors and check airmen employed by CAE and listed in an air carrier certificate holder’s approved training program to act as simulator instructors and check airmen for an air carrier certificate holder part 121 without those instructors or check airmen having received ground and flight training in accordance with a training program approved under subpart N of part 121.
Disposition: To permit MIA to operate certain aircraft having experimental airworthiness certificates in a congested airway or over densely populated areas. In your letter, you include a revised list of aircraft to be covered by the extension.
Grant, March 3, 1998, Exemption No. 5210D

Docket No.: 29116
Petitioner: Taconite Aviation, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)
Description of Relief Sought/Disposition: To permit TAI to operate four aircraft without a TSO–C112 (Mode S) transponder installed.
Grant, March 3, 1998, Exemption No. 6735

Docket No.: 29125
Petitioner: Moore’s Flying Service
Sections of the FAR Affected: 14 CFR 135.143(c)(2)
Description of Relief Sought/Disposition: To permit Moore’s to operate its Bell 206–L4 helicopter (Registration No. N595CC, Serial No. 52129) without a TSO–C112 (Mode S) transponder installed.
Grant, March 3, 1998, Exemption No. 673

Docket No.: 22822
Petitioner: T.B.M., Inc., and Butler Aircraft Co.
Sections of the FAR Affected: 14 CFR 91.611
Description of Relief Sought/Disposition: To permit TBM and BAC to conduct ferry flights with one engine inoperative on their McDonnell Douglas DC–6 and DC–7 airplanes without obtaining a special flight permit for each flight.
Grant, March 3, 1998, Exemption No. 5204D

Docket No.: 29116
Petitioner: Zebra Air, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)
Description of Relief Sought/Disposition: To permit Zebra Air to operate its aircraft under the provisions of part 135 without a TSO–C112 transponder installed. In your letter you include a revised list of Zebra Air aircraft to be covered by the extension.
Grant, March 3, 1998, Exemption No. 6407A

Docket No.: 27118
Petitioner: Air Logistics, L.L.C.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)
Description of Relief Sought/Disposition: To permit ALG to operate under the provisions of part 135 without having a TSO–C112 (Mode S) transponder installed in its aircraft.
Grant, March 3, 1998, Exemption No. 6736

Docket No.: 27388
Petitioner: Boeing North American, Inc.
Sections of the FAR Affected: 14 CFR 21.195(a)

Description of Relief Sought:

Disposition: To permit Boeing North American, Inc., to obtain an experimental certificate for its two prototype Model DASA FR-06 Ranger 2000 airplanes, S/N – 001 and – 002, for the purpose of conducting market surveys, sales demonstrations, or customer crew training.

Grant, March 3, 1998, Exemption No. 5849C

Docket No.: 29100

Petitioner: Champagne Imports, Inc. of Lansdale, Pennsylvania (“Champagne”)

Description of Relief Sought:

Disposition: To permit Boeing North American, Inc. to conduct market surveys, sales demonstrations, or customer crew training of its FR-06 Ranger 2000 airplanes.

Grant, March 3, 1998, Exemption No. 6732

Docket No.: 29098

Petitioner: Simmons Airlines

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

Description of Relief Sought:


Denial, February 3, 1998, Exemption No. 6732

[FR Doc. 98–7326 Filed 3–20–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–3630]


AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1993–1998 Kawasaki ZZR1100 motorcycles are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1993–1998 Kawasaki ZZR1100 motorcycles that were originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

Dates: The closing date for comments on the petition is April 22, 1998.

Addresses: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 10 am to 5 pm)


SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Champagne submitted information with its petition intended to demonstrate that non-U.S. certified 1993–1998 Kawasaki ZZR1100 motorcycles, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as 1993–1998 Kawasaki ZX1100 motorcycles, or are capable of being readily altered to conform to those standards.


Petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:


Standard No. 120 Tire Selection and Rims for Vehicles Other Than Passenger Cars: installation of a tire information placard.

Standard No. 123 Motorcycle Controls and Displays: installation of a U.S. model speedometer calibrated in miles per hour.

The petitioner also states that vehicle identification number plates meeting the requirements of 49 CFR part 565 will be affixed to 1993–1998 Kawasaki ZZR1100 motorcycles.

Comments should refer to the docket number and be submitted to: Docket Management, Room PL–401, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent that a comment is received after the closing date, it will also be considered.

Notice of final action on the petition...