

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Noise Exposure Map Notice; Naples Municipal Airport, Naples, FL**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the revised noise exposure maps submitted by the Naples Airport Authority for Naples Municipal Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR part 150 are in compliance with applicable requirements.

**EFFECTIVE DATES:** The effective date of the FAA's determination on the noise exposure map is December 7, 2000.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 29.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the revised noise exposure maps submitted for Naples Municipal Airport are in compliance with applicable requirements of Part 150, effective December 7, 2000.

Under section 103 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 in 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 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 reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the revised noise exposure maps and related descriptions submitted by the Naples Airport Authority. The specific maps under consideration are "2000 NOISE EXPOSURE MAP" and "2005 NOISE EXPOSURE MAP" in the submission. The FAA has determined that these maps for Naples Municipal Airport are in compliance with applicable requirements. This determination is effective on December 7, 2000. 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 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 maps 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 noise exposure maps. 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 maps, 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 section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the revised noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Orlando Airports District Office, 5950  
Hazeltine National Drive, Suite 400,  
Orlando, Florida 32822  
Naples Airport Authority, 160 Aviation  
Drive North, Naples, FL 34104

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

Issued in Orlando, Florida December 7, 2000.

**W. Dean Stringer,**

*Manager, Orlando Airports District Office.*

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**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Summary Notice No. PE-2000-77]

**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 part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR, 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 January 9, 2001.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (ABC-200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, DC 20591.

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 9150, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:**

Forest Rawls (202) 267-8033, or  
Vanessa Wilkins (202) 267-8029, Office

of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to §§ 11.85 and 11.91.

Issued in Washington, DC, on December 14, 2000.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

### Dispositions of Petitions

*Docket No.:* 30103.

*Petitioner:* HeliQwest International, Inc.  
*Section of the 14 CFR Affected:* 14 CFR 133.19(a)93 and 133.51.

*Description of Relief Sought/*

*Disposition:* To permit HeliQwest to conduct external-load operations in the United States using its dry-leased, Canadian-registered Bell 205A-1 helicopter (Registration Mark C-GEAK, Serial No. 30183).

*Grant 11/20/00, Exemption No. 7383*

*Docket No.:* 26048

*Petitioner:* National Test Pilot School  
*Section of the 14 CFR Affected:* 14 CFR 91.319(a)(1) and (2)

*Description of Relief Sought/*

*Disposition:* To permit NTPS to (1) train non-flight-test students, (2) revise the limits of the areas within which the NTPS operates its experimental category aircraft, (3) reduce the total flight time required for rated U.S. and certain foreign military or former military pilot students from 1,000 hours to 750 hours, and (4) permit pilot students to operate aircraft in solo flight with a current Letter of Authorization (LOA).

*Denial, 11/28/00, Exemption No. 5778F*

*Docket No.:* 29320

*Petitioner:* Wisconsin Aviation, Inc.  
*Section of the 14 CFR Affected:* 14 CFR 135.163 and 135.181

*Description of Relief Sought/*

*Disposition:* To permit WAI to (1) conduct passenger-carrying operations in single-engine airplanes in certain, limited instrument flight rules (IFR) conditions as were permitted previously by §§ 135.103 and 135.181 before the adoption of Amendment No. 135-70; (2) conduct such operations without equipping its airplanes with two independent electrical power-generating sources, or a standby battery or alternate source of electrical power; and (3) a redundant energy-system for gyroscopic instruments.

*Denial, 11/20/00, Exemption No. 7382*

*Docket No.:* 30183

*Petitioner:* Aero Sports Connection, Inc.  
*Section of the 14 CFR Affected:* 14 CFR 91.319(a)(2)

*Description of Relief Sought/*

*Disposition:* To permit ASC members who own an aircraft with an experimental certificate to be compensated for the use of the aircraft in transition training conducted by authorized flight instructors.

*Grant, 11/28/00, Exemption No. 7390*

*Docket No.:* 28663

*Petitioner:* Goodyear do Brasil Produtos de Borracha Ltda.

*Section of the 14 CFR Affected:* 14 CFR 145.47(b)

*Description of Relief Sought/*

*Disposition:* To permit Goodyear to use the calibration standards of the Instituto Nacional de Metrologia, Normalização e Qualidade Industrial in lieu of the calibration standards of the U.S. National Institute of Standards and Technology to test its inspection and test equipment.

*Grant, 11/30/00, Exemption No. 6547B*

*Docket No.:* 27001

*Petitioner:* BAE Systems Regional Aircraft (formerly British Aerospace Regional Aircraft)

*Section of the 14 CFR Affected:* 14 CFR § 25.562(c)(5) and 25.785(a)

*Description of Relief Sought/*

*Disposition:* To permit the retrofit of front row passenger seating in Jetstream Series 4100 airplanes already delivered.

*Grant, 11/21/00, Exemption No. 5587G*

*Docket No.:* 23495

*Petitioner:* Department of the Army  
*Section of the 14 CFR Affected:* 14 CFR 91.209(a)(1) and (2)

*Description of Relief Sought/*

*Disposition:* To permit the Army to conduct certain military training operations at night without lighted aircraft position lights.

*Grant, 11/20/00, Exemption No. 3946F*

*Docket No.:* 29820

*Petitioner:* Bombardier Aerospace  
*Section of the 14 CFR Affected:* 14 CFR 25.785(b)

*Description of Relief Sought/*

*Disposition:* To provide relief from the general occupant protection requirements for occupants of multiple place side-facing seats that are occupied during takeoff and landing for Bombardier Global Model BD-7001A10 airplanes manufactured prior to January 1, 2004.

*Partial Grant, 11/17/00, Exemption No. 7120A*

### Petitions for Exemption

*Docket No.:* 26649

*Petitioner:* Boeing Company  
*Section of the 14 CFR Affected:* 14 CFR 25.562(b)(2)

*Description of Relief Sought:* To permit flight deck seats on the Boeing Models 777-200LR and 777-300ER airplanes, without complying with the floor pitch and roll requirements of 25.562(b)(2) (Amendment 25-64).

*Docket No.:* 30162

*Petitioner:* Emerson Electric Co.

*Section of the 14 CFR Affected:*

Paragraphs 4(a) and 4(b) of Appendix A to 14 CFR part 91

*Description of Relief Sought:* To allow Emerson to operate its aircraft, with Honeywell and Collins avionics installed, in an "on-condition" maintenance program in accordance with the equipment manufacturer's recommendations for on-aircraft ground or flight check, rather than meeting the bench check requirements of paragraphs 4(a) and 4(b) of Appendix A of part 91.

*Docket No.:* 30166

*Petitioner:* Balloon Federation of America

*Section of the 14 CFR Affected:* 14 CFR 91.119(b) and (c)

*Description of Relief Sought:* To permit BFA to conduct a safety study during which BFA member pilots would be allowed to operate balloons (1) Below an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft, when operated over congested areas, and (2) below an altitude of 500 feet above the surface in other than congested areas.

*Docket No.:* 30155

*Petitioner:* University of Oklahoma Department of Aviation

*Section of the 14 CFR Affected:* 14 CFR 141.36(b)(2)(i), (c)(3)(i), and (d)(1)

*Description of Relief Sought:* To allow ODA to (1) Use an assistant chief instructor who has not had at least one year of flight training experience, (2) use an assistant chief instructor who has not had at least one year of instrument flight instructor experience, and (3) use an assistant chief instructor who has had at least 700 hours rather than 1,000 hours of experience as a pilot in command.

*Docket No.:* 30059

*Petitioner:* Saudi Arabian Oil Company  
*Section of the 14 CFR Affected:* 14 CFR 61.51(f)

*Description of Relief Sought:* To permit Saudi Aramco commercial helicopter pilots flying as second pilots aboard Bell 212, 412, or 214ST helicopters operated by Saudi Aramco to count such time as second-in-command time toward fulfillment of the flight time requirements of 14 CFR necessary to take the airline transport pilot practical test.

Docket No.: 30172

Petitioner: Raytheon Aerospace Support Services

Section of the 14 CFR Affected: 14 CFR 145.61

Description of Relief Sought: To allow Raytheon to perform work on U.S. Customs airplanes without retaining a copy of the records of the work performed.

[FR Doc. 00-32417 Filed 12-19-00; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notification of Modification of Information Collection Requirements; Comment Request

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

**ACTION:** Notice.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it intends to modify existing instructions of three currently approved information collection reporting forms. The revised instructions will be added to the next edition of the FRA Guide for Preparing Accident/Incident Reports. For a projected five-year period, FRA seeks to gather additional data that is needed in order to enhance rail safety. However, only the instructions will be revised. FRA contemplates no change to the data elements of any of the three applicable reporting forms, and believes there will be no change in the number of responses. FRA seeks to capture information concerning "remote control devices" that is not presently provided by the railroads in order to further reduce the number and severity of railroad accidents/incidents, and accompanying casualties to railroad workers and members of the public. FRA estimates that there will be no change in the burden time per response for each form; that there will be no change in the total burden hours for the three relevant reporting forms; and that there will be no change in the total burden hours for the entire currently approved information collection. FRA is working with members of the railroad industry and members of railroad labor unions in this partnership effort. FRA has met with representatives of the railroad industry and railroad labor unions to explain the type of data needed and to solicit their views. FRA will continue to consult with them

regarding final changes to the instructions to be included in the next Guide. FRA includes a copy of the modified instructions with this notice.

**DATES:** Comments are requested no later than February 20, 2001.

**ADDRESSES:** Submit written comments on any or all of the following proposed activities by mail to either: Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590, (telephone: (202)-493-6292), or Nancy Friedman, Trial Attorney, Office of Chief Counsel, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 10, Washington, DC 20590, (telephone: (202)-493-6034). (These telephone numbers are not toll-free.) Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-0500." Alternatively, comments may be transmitted via facsimile to (202) 493-6265 or (202) 493-6068, or E-mail to Robert Brogan at [robert.brogan@fra.dot.gov](mailto:robert.brogan@fra.dot.gov), or to Nancy Friedman at [nancy.friedman@fra.dot.gov](mailto:nancy.friedman@fra.dot.gov). Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its currently approved information collection submission, as necessary.

**FOR FURTHER INFORMATION CONTACT:** Robert Brogan, Office of Planning and Evaluation Division, RRS-21, FRA, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292) or Nancy Friedman, Trial Attorney, Office of Chief Counsel, FRA, 1120 Vermont Ave., NW., Mail Stop 10, Washington, DC 20590 (telephone: (202) 493-6034). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. §§ 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. § 3506(c)(2)(A); 5 CFR §§ 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information

collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. § 3506(c)(2)(A)(i)-(iv); 5 CFR 1320.8(d)(1)(i)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a "user friendly" format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. § 3501.

Below is a brief summary of currently approved information collection activities that FRA seeks to slightly modify. FRA requests continuation of the current approval for the reasons listed in the summary above.

*Title:* Accident/Incident Reporting and Recordkeeping.

*OMB Control Number:* 2130-0500.

*Abstract:* The collection of information is due to accident reporting regulations set forth in 49 CFR part 225 which require railroads to submit monthly reports summarizing collisions, derailments, and certain other accident/incidents involving damages above a periodically revised dollar threshold, as well as certain injuries to passengers, employees, and other persons on railroad property (including those which are railroad work-related). Because the reporting requirements and information needed regarding each category are unique, a different form is used for each category. FRA is modifying the instructions for two of the three referenced agency forms to request that the "Special Study Block" (SSB) of each form be used to capture (with coded letters) information pertaining to accidents/incidents which involve "remote control" devices. The third form will capture the required data with