

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Noise Exposure Map Notice; Nashville International Airport, Nashville, Tennessee**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Metropolitan Nashville Airport Authority for Nashville International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is August 5, 1997.

FOR FURTHER INFORMATION CONTACT: Charles L. Harris, 2851 Directors Cove, Suite 3, Memphis, TN 38131-0301, 901-544-3495.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Nashville International Airport are in compliance with applicable requirements of Part 150, effective August 5, 1997.

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 Regulations (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 noise exposure maps and related descriptions submitted by Metropolitan

Nashville Airport Authority. The specific maps under consideration are entitled Noise Exposure Map—1996 and Noise Exposure Map—2001 in the submission. The airport owner has verified that the existing and forecast conditions presented in the 1996 and 2001 noise exposure maps are considered to be representative of 1997 and 2002 conditions, respectively. The FAA has determined that these maps for Nashville International Airport are in compliance with applicable requirements. This determination is effective on August 5, 1997. 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 § 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

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

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, D.C. 20591

Federal Aviation Administration, 2851 Directors Cove, Suite 3, Memphis, TN 38131-0301

General William G. Moore, President, One Terminal Drive, Suite 501, Nashville, TN 37214-4114.

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

Issued in Memphis, Tennessee, August 5, 1997.

LaVerne F. Reid,

Manager, Memphis Airports District Office.

[FR Doc. 97-22260 Filed 8-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Summary Notice No. PE-97-43]

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 September 10, 1997.

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-CMNTS@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 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Heather Thorson (202) 267-7470 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 August 14, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28946.

Petitioner: Construcciones Aeronauticas, S.A.

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

Description of Relief Sought: to permit exemption, for the CASA C-295 airplane, from the bird strike provisions of § 25.257(e)(1) to allow compliance with the requirement using bird impact velocity of V_c at sea level or $0.85V_c$ at 8,000 feet, whichever is more critical.

Docket No.: 28963.

Petitioner: Wiggins Airways, Inc.

Sections of the FAR Affected: 14 CFR 43.3.

Description of Relief Sought: In the event of an ignition box failure, permit appropriately trained certificated pilots employed by Wiggins to change the electrical leads from the ignition box to the spare ignition box on Wiggins' Cessna C208B caravan aircraft used in operations conducted under 14 CFR part 135.

Docket No.: 28954.

Petitioner: Heart of Georgia Technical Institute.

Sections of the FAR Affected: 14 CFR 65.17(a), 65.19(b), 65.75 (a) and (b), 183.11(b).

Description of Relief Sought: To allow HGTTI to: (1) Administer the Federal Aviation Administration (FAA) oral and practical mechanic tests to students at times and places identified in HGTTI's FAA-approved Aviation Maintenance Technology Policies, Procedures, and Curriculum Handbook; (2) conduct oral and practical mechanics tests as an integral part of the education process rather than conducting the tests after students successfully complete the mechanics written tests; (3) allow applicants to apply for retesting within

30 days after failure without presenting a signed statement certifying additional instruction in the failed area; and (4) administer the aviation mechanic written test to students immediately after they successfully complete the general curriculum but before they meet the experience requirements of § 65.77.

Dispositions of Petitions

Docket No.: 27998.

Petitioner: Petroleum Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 43.3.(g).

Description of Relief Sought/

Disposition: To permit appropriately trained pilots employed by PHI to remove and reinstall the copilot's "quick release" cyclic and collective controls (copilot's controls) and the tail rotor pedal shield (shield panel) on Bell Model 230 helicopters owned and operated by PHI.

Denial, 7/30/97, Exemption No. 6663.

Docket No.: 28638.

Petitioner: U.S. Department of Justice, Immigration and Naturalization Service.

Sections of the FAR Affected: 14 CFR 91.111(b), 91.159(a), and 91.209(a).

Description of Relief Sought/

Disposition: To permit INS to conduct in-flight identification, surveillance, and pursuit operations consistent with the assigned mission of INS.

Grant, 8/6/97, Exemption No. 1533D.

Docket No.: 26326.

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 T.B.M. and Butler to conduct ferry flights with one engine inoperative on its Lockheed C-130A aircraft without obtaining a special flight permit for each flight.

Grant, 8/6/97, Exemption No. 6667.

[FR Doc. 97-22104 Filed 8-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-97-44]

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 September 2, 1997.

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. 28998, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@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 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Heather Thorson (202) 267-7470 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 August 14, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28998.

Petitioner: Trans Continental Airlines, Inc.

Sections of the FAR Affected: 14 CFR 21.93(b)(2)(2)(iii).

Description of Relief Sought: To permit petitioner to continue the operation of a DC-8-62 aircraft for an additional 60 days without its Stage III