

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 City of Austin, Texas, submitted to the FAA on March 22, 1999, noise exposure maps, descriptions and other documentation which were produced during August 1998 and March 1999. It was requested that the FAA review this material as the noise exposure maps, as described in Title 49.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the City of Austin, Texas. The specific maps under consideration are 1999 Opening Day Existing Condition Noise Exposure Map, Figure 3.7 and 2004 Future Condition Noise Exposure Map, Figure 4.6 in the submission. The FAA has determined that these maps for Austin-Bergstrom International Airport are in compliance with applicable requirements. This determination is effective on April 5, 1999. 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 Title 49, 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 Title 49. 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 Title 49. 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 the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,
Airports Division, 2601 Meacham
Boulevard, Fort Worth, Texas 76137.
City of Austin, Department of Aviation,
2716 Spirit of Texas Drive, Austin,
Texas 78719.

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

Issued in Fort Worth, Texas, April 5, 1999.
Naomi L. Saunders,
Manager, Airports Division.
[FR Doc. 99-9797 Filed 4-19-99; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-99-09]

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 May 11, 1999.

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.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: Cherie Jack (202) 267-7271 or Terry Stubblefield (202) 267-7624 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 April 15, 1999.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 23771.

Petitioner: Cessna Aircraft Company.
Section of the FAR Affected: 14 CFR 91.9(a) and 91.531(a)(1) & (2).

Description of Relief Sought: To permit Cessna Aircraft operators of the Cessna Citation Excel Model 560XL, that otherwise meets the minimum crew requirements of 25.1523 with a single pilot, to operate those airplanes without a second in command.

Docket No.: 28768.

Petitioner: Franklin Products Company.

Section of the FAR Affected: 14 CFR 25.853(a).

Description of Relief Sought: To allow a two year time for Exemption No. 6634 for testing and interim use of certain water-based adhesives which do not fully comply with the requirements of 25.853(a) in the manufacture of seat cushions.

Docket No.: 29458.

Petitioner: National Business Aviation Associates, Inc.

Section of the FAR Affected: 14 CFR 61.57(b)(1)(ii).

Description of Relief Sought: To permit NBAA to operate turbine powered airplanes where the PIC does not have to meet the night takeoff and landing currency requirements of 61.57(b)(1)(ii) if the PIC's night landing currency has been maintained or reestablished.

Docket No.: 29460.

Petitioner: Dornier Luftfahrt GMBH.

Section of the FAR Affected: 14 CFR 121.358(a) Amendment 121-270.

Description of Relief Sought: To permit Dornier to operate Dornier 328-300 without an approved Flight Guidance System for a period of six months.

Docket No.: 29530.

Petitioner: Dornier Luftfahrt BmgM.

Section of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought: In lieu of the requirements of 14 CFR

25.1435(b)(1) for a complete hydraulic system static proof pressure test on the airplane, Dornier proposes to conduct a range of motion test on the airplane at the system relief pressure, 3580 psig, and component qualification testing at 1.5 times operating pressure (4500 psig) per 25.1435(a)(2), for the hydraulic system on the Dornier Model 328-300 airplane.

Docket No.: 29531.

Petitioner: Dornier Luftfahrt BmbH.

Section of the FAR Affected: 25.841(a)(2) and (3).

Description of Relief Sought: Dornier Luftfahrt BmbH requests relief from the requirements of 14 CFR § 25.841(a)(2) and (3) at amendment 25-87 from the cabin decompression requirements in determination of the certification basis for the Dornier Model 328-300 airplane.

Disposition of Petitions

Docket No.: 10633.

Petitioner: FAA Technical Center.

Sections of the FAR Affected: 14 CFR 91.117(a), 91.119(c), 91.159(a) and 91.303(e).

Description of Relief Sought/

Disposition: To allow the FAA Technical Center to conduct certain Flight OPS in support of its R&D projects without meeting certain FAA Regulations governing: (1) aircraft speed, (2) minimum safe altitudes, (3) cruising altitudes for flights conducted under visual flight rules, and (4) aerobatic flight.

Grant, 4/7/99, Exemption No. 6883.

Docket No.: 23147.

Petitioner: The Boeing Company.

Sections of the FAR Affected: 14 CFR 91.515(a)(1).

Description of Relief Sought/

Disposition: To permit Boeing to conduct noise measurement tests, Ground Proximity Warning System research and development, and aircraft certification tests at altitudes less than 1,000 feet above the surface or 1,000 feet from any mountain, hill, or other obstruction to flight.

Grant, 3/29/99, Exemption No. 4783F.

Docket No.: 23805.

Petitioner: U.S. Department of the Interior, Fish and Wildlife Service.

Sections of the FAR Affected: 14 CFR 91.119(b) and (c).

Description of Relief Sought/

Disposition: To allow FWS to conduct Federal game and trespass regulation enforcement operations no closer than 200 feet from the suspect and no closer than 500 feet from any other persons, vessels, vehicles, and structures in other than congested areas and sparsely populated areas.

Partial Grant, 3/17/99, Exemption No. 6872.

Docket No.: 25862.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 47.69(b).

Description of Relief Sought/

Disposition: To permit the Cessna Aircraft Company to use its dealer certificate for the operation and demonstration of aircraft outside the United States.

Grant, 4/2/99, Exemption No. 5043E.

Docket No.: 26474.

Petitioner: Deere & Company.

Sections of the FAR Affected: 14 CFR 21.197(a)(1).

Description of Relief Sought/

Disposition: To permit Deere & Company to operate two CESSNA Model CE-650 aircraft (Registration Nos. N600JD and N900JD, Serial Nos. 650-0236 and 650-0213, respectively) without obtaining a special flight permit when the aircraft flaps fail in the "up" position.

Grant, 3/31/99, Exemption No. 6581A.

Docket No.: 27690.

Petitioner: M. Shannon & Associates.

Sections of the FAR Affected: 14 CFR 91.9(a) and 91.531(a)(1) and (2).

Description of Relief Sought/

Disposition: To permit Shannon and certain operators of Cessna Citation 500, 550, AND S550 aircraft to operate those aircraft without a pilot designated as second in command (SIC).

Grant, 3/29/99, Exemption No. 6480B.

Docket No.: 27999.

Petitioner: Alaska Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.433(c)(1)(iii), 121.440(a), 121.441(a)(1) and (b)(1), and Appendix F.

Description of Relief Sought/

Disposition: To permit ALA to combine recurrent flight and ground training and proficiency checks to ALA's flight crewmembers in a Single Visit Training Program.

Grant, 3/29/99, Exemption No. 6043B.

Docket No.: 28672.

Petitioner: Alaska Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.709(b)(3).

Description of Relief Sought/

Disposition: To permit ALA's certificated A&P mechanics to train flight operations instructors in the

installation and removal procedures for medevac stretchers in ALA's aircraft during ground and flight training, subject to certain conditions.

Grant, 3/12/99, Exemption No. 6603A.

Docket No.: 28742.

Petitioner: Aerolineas Argentinas, S.A.

Section of the FAR Affected: 14 CFR 145.47(b).

Description of Relief Sought/

Disposition: To allow Aerolineas Argentinas, S.A. to use Instituto Nacional de Tecnologia Industrial standards of Argentina for calibration in lieu of the calibration standards of NIST to test its inspection and test equipment.

Grant, 3/12/99, Exemption No. 6584A.

Docket No.: 28820.

Petitioner: Northern Air Cargo, Inc.

Section of the FAR Affected: 14 CFR 119.67(a)(1).

Description of Relief Sought/

Disposition: To permit Mr. Leonard F. Kirk to continue to serve as director of operations for Northern Air Cargo, Inc., without him holding an ATP certificate.

Grant, 3/31/99, Exemption No. 6592A.

Docket No.: 28828.

Petitioner: North American Airlines, Inc.

Section of the FAR Affected: 14 CFR 119.67(a)(1).

Description of Relief Sought/

Disposition: To permit Mr. Edward E. Dascoli to continue to serve as director of operations for North American Airlines without him holding an ATP certificate.

Grant, 3/31/99, Exemption No. 6593A.

Docket No.: 29282.

Petitioner: The Boeing Company.

Section of the FAR Affected: 14 CFR 25.785(d), 25.807(c)(1), 25.857(e) and 25.1447(c)(1).

Description of Relief Sought/

Disposition: To permit type certification of the MD-10 freighter airplanes equipped with a Class E cargo compartment, with accommodations for either (1) up to four supernumeraries in one configuration or (2) up to two supernumeraries in another configuration, to have either configuration immediately aft of the cockpit as proposed.

Partial Grant, 3/23/99, Exemption No. 6873.

Docket No.: 29302.

Petitioner: Raytheon E-Systems.

Section of the FAR Affected: 14 CFR 25.365(e)(2), 25.562(c)(2) through (4) and (6), 25.785(b), 25.785(h)(2), 25.813(e), and 25.853(d).

Description of Relief Sought/

Disposition: To allow the installation of flight attendant seats that do not provide a direct view of the cabin, to allow the installation of interior doors, and to

install interior materials that do not comply with heat release and smoke emission requirements on a Boeing 777 airplane.

Partial Grant, 4/1/99, Exemption No. 6881.

Docket No.: 29377.

Petitioner: GTA Air, Inc.

Section of the FAR Affected: 14 CFR 135.143(c).

Description of Relief Sought/

Disposition: To permit GTA Air to operate certain aircraft under Part 135 without a Mode S Transponder installed in each aircraft.

Grant, 3/22/99, Exemption No. 6879.

Docket No.: 29405.

Petitioner: North Star Air Cargo, Inc.

Section of the FAR Affected: 13 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit North Star Air Cargo to operate seven twin-engine aircraft under Part 135 without a Mode S Transponder installed in each aircraft.

Grant, 3/22/99, Exemption No. 6878.

Docket No.: 29472.

Petitioner: Blessing, Davis A.

Section of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought/

Disposition: To permit Mr. Blessing to act as pilot in operations under Part 121 after reaching his 60th birthday.

Grant, 3/31/99, Exemption No. 6880.

Docket No.: 29473.

Petitioner: New Air Helicopters.

Description of Relief Sought/

Disposition: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit New Air Helicopters to operate its Bell helicopter (Registration No. N5754K, Serial No. 3126) under Part 135 without a Mode S Transponder installed in the aircraft.

Grant, 4/8/99, Exemption No. 6884.

Docket No.: 29524.

Petitioner: Tower Air, Inc.

Section of the FAR Affected: 14 CFR 91. SFAR 82.

Description of Relief Sought/

Disposition: To permit Tower Air, Inc. and its pilots in command to conduct up to a maximum of four flights within the territory and airspace of Sudan.

Grant, 4/2/99, Exemption No. 6882.

[FR Doc. 99-9881 Filed 4-19-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In March 1999, there were seven applications approved. This notice also includes information on three applications, approved in February 1999, inadvertently left off the February 1999 notice. Additionally, three approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: County of Brown, Green Bay, Wisconsin.

Application Number: 99-02-C-GRB.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$2,768,496.

Earliest Charge Effective Date: May 1, 1999.

Estimated Charge Expiration Date: August 1, 2002.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use: Purchase aircraft rescue and firefighting (ARFF) vehicle. Acquire snow removal equipment. Partial rehabilitation of airfield pavements and security fencing; Expand air carrier apron; PFC administration costs; Terminal entrance road reconstruction.

Decision Date: February 22, 1999.

For Further Information Contact: Daniel J. Millenacker, Minneapolis Aircrafts District Office, (612) 713-4350.

Public Agency: Melbourne Airport Authority, Melbourne, Florida.

Application Number: 99-03-C-00-MLB.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$687,088.

Earliest Charge Effective Date: July 1, 1999.

Estimated Charge Expiration Date: July 1, 2000.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has

determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Melbourne International Airport.

Brief Description of Projects Approved for Collection and Use: Master plan update, phase 2; Proximity suits for firefighters; ARFF vehicle; Wetland mitigation land acquisition; Construct safety area/wetland mitigation; Emergency generators for terminal; Runway power sweeper.

Decision Date: February 24, 1999.

For Further Information Contact: Ilia A. Quinones, Orlando Airports District Office, (407) 812-6331, extension 33.

Public Agency: City of Modesto, California.

Application Number: 99-05-C-00-MOD.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$154,750.

Earliest Charge Effective Date: May 1, 1999.

Estimated Charge Expiration Date: September 1, 2001.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Modesto City-County Airport—Harry Sham Field.

Brief Description of Projects Approved for Collection and Use: ARFF improvements; General aviation entrance road phase 1—design; Relocate airfield regulators; Resurface taxiways A and B, phase 1—design engineering and phase 2—construction.

Decision Date: February 26, 1999.

For Further Information Contact: Marlys Vanvervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: Kansas City Aviation Department, Kansas City, Missouri.

Application Number: 99-02-C-00-MCI.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$28,723,139.

Earliest Charge Effective Date: January 1, 2005.

Estimated Charge Expiration Date: May 1, 2006.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators filing FAA Form 1800.31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has