

1995 through November 1996. The Scottsdale Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on June 5, 1996. Notice of this determination was published in the **Federal Register** on June 19, 1996.

The Scottsdale Airport study contained a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2000. 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 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 3; Discourage descents below 2,500 feet MSL for 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 overflying 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; Adopt 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 10A), 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 Part 11 of the Federal Aviation Regulations (14 CFR Part 11)

Issued in Washington, D.C., on March 16, 1998.

**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)(iii)

*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), and (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 under 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. That exemption has permitted simulator instructors and check airmen employed by CAE and listed in an air carrier certificate holder's approved training program to serve in advanced simulators without being employed by the air carrier certificate holder for 1 year.

*Grant, February 24, 1998, Exemption No. 5870B*

*Docket No.:* 28520

*Petitioner:* P&N Flight and Charter

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2)

*Description of Relief Sought/*

*Disposition:* To permit P&N to operate its aircraft (Registration No. N4921J, Serial No. 28R-30642) without a TSO-C112 (Mode S) transponder installed.

*Grant, February 24, 1998, Exemption No. 6448A*

*Docket No.:* 29118

*Petitioner:* Homestead Helicopters, Inc.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2)

*Description of Relief Sought/*

*Disposition:* To permit HHI to operate its Robinson R44 helicopter (Registration No. N8372H, Serial No. 0387) without a TSO-C112 (Mode S) transponder installed.

*Grant, February 24, 1998, Exemption No. 6733*

*Docket No.:* 28118

*Petitioner:* King Airlines

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*

*Disposition:* To permit King to operate without a TSO-C112 (Mode S) transponder installed in its aircraft operating under the provisions of part 135.

*Grant, March 3, 1998, Exemption No. 6093A*

*Docket No.:* 26160

*Petitioner:* Massachusetts Institute of Technology

*Sections of the FAR Affected:* 14 CFR 91.319(c)

*Description of Relief Sought/*

*Disposition:* To permit MIT 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.:* 28414

*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:* Bombardier Inc. Canadair  
*Sections of the FAR Affected:* 14 CFR 25.571(e)(1)

*Description of Relief Sought/*

*Disposition:* To permit certification of the Bombardier Inc. Canadair BD-700-1A10 airplane using  $V_c$  at sea level or 0.85  $V_c$  at 8,000 ft., which ever is greater.

*Grant, March 3, 1998, Exemption No. 6731*

*Docket No.:* 29098

*Petitioner:* Simmons Airlines

*Sections of the FAR Affected:* 14 CFR 25.562(c)(5) and 25.785(a)

*Description of Relief Sought/*

*Disposition:* To permit Simmons Airlines exemption from the head impact criterion requirements of 25.562(c)(5) and 25.785(a) for front row and exit row seats on Embracer EMB-145 airplanes.

*Denial, February 3, 1998, Exemption No. 6732*

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

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3630]

#### Notice of Receipt of Petition for Decision That Nonconforming 1993-1998 Kawasaki ZZR1100 Motorcycles Are Eligible for Importation

**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 not 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)

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

#### 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 Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1993-1998 Kawasaki ZZR1100 motorcycles are eligible for importation into the United States. The vehicles which Champagne believes are substantially similar are 1993-1998 Kawasaki ZX1100 motorcycles that were manufactured for importation into, and

sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared 1993-1998 Kawasaki ZZR1100 motorcycles to 1993-1998 Kawasaki ZX1100 motorcycles, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

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.

Specifically, the petitioner claims that 1993-1998 Kawasaki ZZR1100 motorcycles are identical to 1993-1998 Kawasaki ZX1100 motorcycles with respect to compliance with Standard Nos. 106 *Brake Hoses*, 111 *Rearview Mirrors*, 116 *Brake Fluid*, 119 *New Pneumatic Tires for Vehicles Other Than Passenger Cars*, and 122 *Motorcycle Brake Systems*.

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

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of U.S.-model headlamp assemblies.

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 possible, comments filed after the closing date will also be considered. Notice of final action on the petition