

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Receipt of Revision Number 1 to Approved Noise Compatibility Program and Request for Review for Bob Hope Airport, Burbank, CA**

AGENCY: Federal Aviation Administration (FAA).

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed first revision to the approved noise compatibility program that was submitted for Bob Hope Airport (formerly known as the Burbank-Glendale-Pasadena Airport) under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as the "the Act") and 14 CFR part 150 by the Burbank-Glendale-Pasadena Airport Authority. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR part 150 for Bob Hope Airport were in compliance with applicable requirements, effective January 1, 2000. The noise compatibility program for Bob Hope Airport was approved by the FAA on November 27, 2000. The proposed Revision No. 1 to the approved noise compatibility program will be approved or disapproved on or before September 7, 2004.

DATES: The effective date of the start of the FAA's review of Revision No. 1 to the approved noise compatibility program is March 11, 2004. The public comment period ends May 10, 2004.

FOR FURTHER INFORMATION CONTACT: Michelle Simmons, Environmental Protection Specialist, Airports Division, AWP-611.4, Federal Aviation Administration, Western Pacific Region. Mailing address: P.O. Box 92007, Los Angeles, California 90009-2007; street address: 15000 Aviation Boulevard, Hawthorne, California 90261; telephone number 310/725-614. Comments on the proposed Revision No. 1 to the approved noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing the proposed Revision No. 1 to the approved noise compatibility program for Bob Hope Airport (formerly known as the Burbank-Glendale-Pasadena Airport), which will be approved or disapproved on or before September 7, 2004. This notice also announces the availability of Revision No. 1 for public review and comment.

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 the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the proposed Revision No. 1 to the approved noise compatibility program for Bob Hope Airport, effective on March 11, 2004. The airport operator has requested that the FAA review this material and that the noise mitigation measure, to be implemented jointly by the airport, be approved as a noise compatibility program under section 47504 of the Act. On November 27, 2000, the FAA approved the noise compatibility program for the Bob Hope Airport. An announcement of FAA's approval of the noise compatibility program was published in the **Federal Register** on December 21, 2000. Preliminary review of the submitted material for the proposed Revision No. 1 indicates that it conforms to FAR part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 7, 2004.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measure may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether it is reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed Revision No. 1 to the approved noise compatibility program, with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the approved noise compatibility program, and the proposed Revision No. 1 are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, Community
Environmental Needs Division, 800
Independence Avenue, SW., Room
621, Washington, DC 20591;
Federal Aviation Administration,
Western-Pacific Region, Airports
Division, Room 3012, 15000 Aviation
Boulevard, Hawthorne, California
90261;
Mr. Dios Marrero, Executive Director,
Burbank Glendale Pasadena Airport
Authority, 2627 Hollywood Way,
Burbank, California 91505-9989.

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

Issued in Hawthorne, California on March 11, 2004.

Mia Paredes Ratcliff,

Acting Manager, Airports Division, Western-Pacific Region, AWP-600.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Summary Notice No. PE-2004-19]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

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 a certain petition seeking relief from specified requirements of 14 CFR. 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 April 8, 2004.

ADDRESSES: You may submit comments identified by DOT DMS Docket Number FAA-2004-17212 by any of the following methods:

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

• Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

• Hand delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

• Federal eRulemaking portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Pat Siegrist (425-227-2126), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Ave., SW., Renton, WA 98055-4056; or John Linsenmeyer (202-267-5174), Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on March 15, 2004.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2004-17212.

Petitioner: Israel Aircraft Industries, Ltd.

Sections of 14 CFR Affected: 14 CFR 25.813(b)(3), 25.857(e), and 25.1447(c)(1).

Description of Relief Sought: To allow carriage of two non-crewmembers on Boeing Model 737-300SF airplanes when operated in a freighter configuration.

[FR Doc. 04-6151 Filed 3-18-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2004-18]

Petitions for Exemption; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice 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 the dispositions of certain petitions previously received. 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.

FOR FURTHER INFORMATION CONTACT: John Linsenmeyer, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-5174.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on March 15, 2004.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2003-16288.

Petitioner: Precision Conversions LLC.

Section of 14 CFR Affected: 14 CFR 25.783(h), 25.807(g)(1), 25.807(i)(1), 25.810(a)(1), 25.812(e), 25.812(h), 25.813(b), 25.857(e), 25.1445(a)(2) and 25.1447(c)(1).

Description of Relief Sought/Disposition: To allow carriage of four non-crewmembers (commonly referred to as supernumeraries) on Boeing Model 757-200 airplanes which have been converted from passenger to freighter configuration.

Partial Grant, 02/24/2004, Exemption No. 8258.

Docket No.: FAA-2003-16618.

Petitioner: Israel Aircraft Industries, Ltd.

Section of 14 CFR Affected: 14 CFR 25.783(h), 25.807(g)(1), 25.810(a)(1), 25.813(b)(3), 25.857(e) and 25.1447(c)(1).

Description of Relief Sought/Disposition: To allow carriage of two non-crewmembers (commonly referred to as supernumeraries) on Boeing Model 737 airplanes which have been modified to passenger/freight convertible airplanes.

Grant, 02/18/2004, Exemption No. 8254.

[FR Doc. 04-6152 Filed 3-18-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice To Intend To Rule on Application 04-02-C-00-ACY To Impose and Use a Revenue From a Passenger Facility Charge (PFC) at Atlantic City International Airport, Egg Harbor Township, NJ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice to intend to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use a PFC at Atlantic City International Airport under the provisions of the Aviation Safety and Capacity Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before April 19, 2004.

ADDRESSES: Comments on this Application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Dan Vornea, Project Manager, New York District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas Rafter, Airport Director, South Jersey Transportation Authority, New Jersey, at the following address: Atlantic City International Airport, Civil Terminal #6, Egg Harbor Township, New Jersey 08234-9590.

Air carriers and foreign air carriers may submit copies of their written comments previously provided to Atlantic City International Airport under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Dan Vornea, Project Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530, telephone no. (516) 227-3812. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use a PFC at Atlantic City International Airport 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).

On March 10, 2004, the FAA determined that the application to