

operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502, and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by King County and determined the noise exposure map and accompanying documentation are compliant with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: current and forecast NEM graphics (2023 Existing Condition Noise Exposure Map and 2030 Future Condition Noise Exposure Map), plus all other narrative, graphic, or tabular representations of the data required by 14 CFR 150.101 and 49 U.S.C. 47503 and 47506. This determination is effective on June 6, 2025. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C. 47503 and 47506 and procedures contained in 14 CFR part 150, appendix A. FAA's acceptance of an NEM 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 within noise exposure contours depicted on a noise exposure map, 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 exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506. 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 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. 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 that submitted a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C. 47503. The FAA relied on the certification by the airport operator, under 14 CFR 150.21, that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations:

Federal Aviation Administration,  
Northwest Mountain Region Airports  
Division, 2200 S 216th Street, Des  
Moines, WA 98198.

King County International Airport—  
Boeing Field, 7277 Perimeter Rd. S,  
Seattle, WA 98108.

Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Des Moines, Washington on June 6, 2025.

**William C. Garrison,**

*Director, Airports Division, Northwest  
Mountain Region.*

[FR Doc. 2025-10587 Filed 6-10-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Compatibility Program for Camarillo Airport, Ventura County, California

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

**ACTION:** Acceptance of Camarillo Airport  
Noise Exposure Map.

**SUMMARY:** The Federal Aviation  
Administration (FAA) announces its  
determination that the noise exposure  
map submitted by County of Ventura for  
Camarillo Airport is compliant with  
applicable statutory and regulatory  
requirements.

**DATES:** The effective date of the FAA's  
determination on the noise exposure  
map is June 6, 2025.

**FOR FURTHER INFORMATION CONTACT:** Gail  
M. Campos, Environmental Protection  
Specialist, Federal Aviation  
Administration, 777 South Aviation  
Boulevard, Suite 150, El Segundo,  
California 90045. Telephone 424-405-  
7269.

**SUPPLEMENTARY INFORMATION:** The FAA  
determined the noise exposure map  
submitted by the County of Ventura for  
Camarillo Airport, is in compliance  
with applicable statutory and regulatory  
requirements, effective June 6, 2025.  
Under title 49, United States Code  
(U.S.C.) section 47503, an airport  
operator may submit to the FAA, noise  
exposure maps depicting non-  
compatible uses as of the date such map  
is submitted, a description of estimated  
aircraft operations during a forecast  
period that is at least five years in the  
future and how those operations will  
affect the map. A noise exposure map  
must be prepared in accordance with  
title 14, Code of Federal Regulations  
(CFR) part 150, the regulations  
promulgated pursuant to 49 U.S.C.  
47502 and developed in consultation  
with public agencies and planning  
authorities in the area surrounding the  
airport, state and Federal agencies,  
interested and affected parties in the  
local community, and aeronautical users  
of the airport. In addition, an airport  
operator that submitted a noise  
exposure map, which the FAA  
determined is compliant with statutory  
and regulatory requirements, may  
submit a noise compatibility program  
for FAA approval that sets forth  
measures the operator has taken or  
proposes to take to reduce existing non-  
compatible uses and prevent the  
introduction of additional non-  
compatible uses.

The FAA completed its review of the  
noise exposure map and supporting  
documentation submitted by the County  
of Ventura and determined the noise  
exposure map and accompanying  
documentation are compliant with  
applicable requirements. The  
documentation that constitutes the  
Noise Exposure Map includes: "Exhibit  
1—2022 Existing Noise Exposure Map"  
and "Exhibit 2—2027 Noise Exposure  
Map" which addresses the current and  
forecast NEM graphics. The "Camarillo  
Airport 14 CFR part 150 Noise Exposure  
Map Update," dated December 2023,  
complies all other applicable narrative,  
graphic, and tabular representations of  
the data including airport description,  
flight track data, aircraft operations data,  
aviation forecast data, on-airport and  
off-airport land use information as  
required by 14 CFR 150.101 and 49  
U.S.C. sections 47503 and 47506. This

determination is effective on June 6, 2025. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C. sections 47503 and 47506 and procedures contained in 14 CFR part 150, Appendix A. FAA's acceptance of an NEM 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 within noise exposure contours depicted on a noise exposure map, 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 49 U.S.C. 47506. 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 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. 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 that submitted a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C section 47503. The FAA relied on the certification by the airport operator, under of 14 CFR 150.21 that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations:

1. Federal Aviation Administration, Los Angeles Airports District Office, 777 South Aviation Boulevard, Suite 150, El Segundo, California 90045.

2. Camarillo Airport, County of Ventura, 555 Airport Way, Suite B, Camarillo, California 93010.

Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in El Segundo, California on June 6, 2025.

**Faviola Garcia,**

*Acting Director, Airports Division, AWP-600, Western-Pacific Region.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**[Docket No.: FAA-2025-0464; Summary Notice No. 2025-38]**

#### Petition for Exemption; Summary of Petition Received; 21 Air Inc.

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before July 1, 2025.

**ADDRESSES:** Send comments identified by docket number FAA-2025-0464 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- **Mail:** Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.
- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at (202) 493-2251.

**Privacy:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to

<http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Sean O'Tormey, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202-267-9677.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

**Dan A. Ngo,**

*Manager, Part 11 Petitions Branch, Office of Rulemaking.*

#### Petition for Exemption

**Docket No.:** FAA-2025-0464.

**Petitioner:** 21 Air Inc.

**Sections of 14 CFR Affected:** §§ 121.438(b) and 121.652(a).

**Description of Relief Sought:** Petitioner seeks an exemption from §§ 121.438(b) and 121.652(a) to allow their pilots with less than 75 hours in the Boeing 757 (B-757) or 75 hours in the Boeing 767 (B-767), respectively, be paired together provided that the pilot in command (PIC) or second in command (SIC) must have at least 75 hours of combined line operating flight time in the B-757 and B-767. The exemption would also allow PIC flight time logged either in the B-757 or B-767 to meet the 100 hours of PIC time required in order to avoid being subject to higher minimums in either aircraft type once the combined flight time exceeds 100 hours. Petitioner does not currently operate any B-757s.

[FR Doc. 2025-10523 Filed 6-10-25; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Request To Release Airport Property; Topeka Regional Airport (FOE), Topeka, Kansas

**AGENCY:** Federal Aviation Administration (FAA), DOT.