

as an Aviation Medical Examiner (AME). The information is used to develop the AME directories used by airmen who must undergo periodic examinations by AMEs. The current estimated annual reporting burden in 225 hours.

7. 2120-0682, Certification of Repair Stations, Part 145 of Title 14, CFR. Information is collected from applicants who wish to obtain repair station certification. Applicants must submit FAA form 8310-3 to the appropriate FAA flight standards district office for review. If the application is satisfactory, an onsite inspection is conducted. When all the requirements have been met, an air agency certificate and repair station operations specifications with appropriate ratings and limitations are issued. The current estimated annual reporting burden is 270,239 hours.

8. 2120-0702, Use of Certain Personal Oxygen Concentrator (POC) Devices on Board Aircraft. The rule requires passengers who intend to use an approved POC to present a physician statement before boarding. The flight crew must then inform the pilot-in-command that a POC is on board. The current estimated annual reporting burden is 172,694 hours.

9. 2120-0703, Responsibility for Operational Control During Part 135 Operations. As part of our safety oversight responsibilities, the FAA has developed questions concerning elements of the operational control system employed by certain Part 135 operators. The current estimated annual reporting burden is 262 hours.

Issued in Washington, DC, on July 20, 2005.

Judith D. Street,

FAA Information Systems and Technology Services Staff, ABA-20.

[FR Doc. 05-14761 Filed 7-26-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review for Atlantic City International Airport

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by South Jersey Transportation Authority for Atlantic City International Airport under

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. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Atlantic City International Airport under part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before January 11, 2006.

**DATES:** *Effective Date:* The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is July 15, 2005. The public comment period ends September 13, 2005.

**FOR FURTHER INFORMATION CONTACT:**

Maria Stanco, New York Airports District Office, 600 Old Country Road, Suite 440, Garden City, New York 11530. Comments on the proposed noise compatibility programs should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for the Atlantic City International Airport are in compliance with applicable requirements of Part 150, effective July 15, 2005. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before January 11, 2006. This notice also announces the availability of this program for public review and comment.

Under section 103 of the Title I 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 non-compatible land uses 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.

As an airport operator who has submitted noise exposure maps that are found by the 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 non-compatible uses and for the

prevention of the introduction of additional non-compatible uses.

The South Jersey Transportation Authority submitted to the FAA in a letter dated, December 31, 2004, noise exposure maps, descriptions and other documentation. It was requested that the FAA review this material as the noise exposure maps, as described in section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 10(b) of the Act.

The FAA has completed its review of the noise exposure maps and related description submitted by the South Jersey Transportation Authority. The specific maps under consideration are the 2004 Noise Exposure (Figure 1.1) and the 2009 Noise Exposure Map (Figures 1.2), Flight Tracks (Figures 5.1, 5.2), Incompatible Land Uses (Figure 7.3), and Noise Sensitive Sites (Figure 8.3). Additional description is contained in Chapter 8 (numbers of residents within noise contours) and in Chapter 6, (Fleet Mix—Tables 6.3 and 6.4) and Chapter 3 (Runway Use). The FAA has determined that these maps, tables and accompanying narrative for Atlantic City International Airport are in compliance with the applicable requirements. This determination is effective on July 15, 2005. 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 the 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 these 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, which under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Atlantic City International Airport, effective on July 15, 2005. Preliminary review of the submitted material indicated that it conforms to the 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 January 11, 2006.

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

Interested persons are invited to comment on the proposed program with specific reference to these factors, all comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extend practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
New York Airports District Office, 600  
Old Country Road, Suite 440, Garden  
City, NY 11530.

South Jersey Transportation  
Authority, Farley Service Plaza, Route  
54, Hammonton, NJ 08037.

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

Issued in Garden City, New York, July 15,  
2005.

**Philip Brito,**

*Manager, New York Airports District.*

[FR Doc. 05-14760 Filed 7-26-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2005-42]

#### Petitions for Exemption; Dispositions of Petitions Issued

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

**ACTION:** Notice of disposition of prior petition.

**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 disposition 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:

Madeleine Kolb (425-227-1134), 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 July 19, 2005.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

#### Disposition of Petitions

*Docket No.:* FAA-2005-20458.

*Petitioner:* Jet Aviation Engineering Services L.P.

*Sections of 14 CFR Affected:* 14 CFR 25.785(d), and 25.785(h)(1).

*Description of Relief Sought/Disposition:*

Petitioner sought relief from the requirement that firm handholds be provided along each aisle and additional passenger areas. Petitioner also sought relief from the requirement that flight attendant seats be located to provide a direct view of the passenger cabin in the executive interior of a Boeing Model 747-400 airplane, having serial number 26903, in "private, not-for-hire" use.

*Grant of Exemption, 06/13/2005, Exemption No. 8585.*

[FR Doc. 05-14765 Filed 7-26-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2005-44]

#### Petitions for Exemption; Summary of Petitions Received

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

**ACTION:** Notice of petitions 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 certain petitions 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 August 16, 2005.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Number FAA-2005-21408 or FAA-2005-21412 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.

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:

Susan Lender (202) 267-8029 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.