

Under section 103 of 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 as 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.

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.

Toledo-Lucas County Port Authority submitted to the FAA on January 21, 2003 noise exposure maps, descriptions, and other documentation which were produced during the Supplemental Part 150 Study to the Final 1999 part 150 Noise Compatibility Study, January 2003. 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 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Toledo-Lucas County Port Authority. The specific maps under consideration are NEM-1, "Existing (2002) Conditions, Noise Exposure Map," and NEM-2, "Future (2007) NEM/NCP Conditions," on pages NEM-7 and NCP-6, respectively, in the submission. The FAA has determined that these maps for Toledo Express Airport are in compliance with applicable requirements. This determination is effective on January 24, 2003. 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 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 the 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 section 103 of the Act. The FAA has relied on the certification by the airport operator, 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 the Toledo Express Airport, also effective on January 24, 2003. Preliminary review of the submitted material indicates 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 a 180 days, will be completed on or before July 22, 2003.

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 measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be 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 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 extent practicable. Copies of the noise exposure maps, the FAA's evaluation of

the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591.

Federal Aviation Administration, Great Lakes Region, Airports Division Office, 2300 East Devon Avenue, Room 315, Des Plaines, Illinois 60018. Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111. Mr. Paul Toth, Jr. Airport Director, Toledo Express Airport, Swanton, Ohio 43558.

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

Dated: Issued in Belleville, Michigan, January 24, 2003.

**Irene R. Porter,**

*Manager, Detroit Airports District Office, Great Lakes Region.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Notice of Intent To Provide an O'Hare International Airport Environmental Impact Statement Public Information Meeting in Schiller Park, IL**

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

**ACTION:** The Federal Aviation Administration (FAA) Issuance of a Notice of Intent (NOI) to Conduct an Informational Meeting with Regard to the Ongoing Environmental Impact Statement for the Proposed Modernization Program for O'Hare International Airport.

**SUMMARY:** This NOI announces the FAA's intention to conduct a Public Information Meeting on behalf of the FAA's ongoing Environmental Impact Statement (EIS) for the proposed Modernization Program for O'Hare International Airport. The Airport is located in Chicago, Illinois. Due both to the anticipated high level of interest in matters pertaining to O'Hare International Airport, and FAA's desire to more fully involve and accommodate potentially interested persons, agencies, and other entities, the FAA has decided to conduct a Public Information Meeting focused on the status of the ongoing EIS, with special emphasis on project purpose and need matters. The information meeting will be co-hosted

with the Chicago Department of Aviation (DOA), and it will be conducted as follows: Wednesday, March 19, 2003 from 4 p.m. to 8 p.m. at the Mirage Banquets facility at the Four Points Sheraton O'Hare hotel located at 10249 West Irving Park Road in Schiller Park, Illinois. A number of display boards illustrating the current status of the ongoing EIS and describing FAA's conceptualization of key project purpose and need criteria (as well as a number of the Airport's key present and projected operational problems) will be available for inspection. Staff of FAA and its Third Party EIS Contractor will be available at the Public Information Meeting to answer questions. Forms for providing written comments to FAA by interested parties on the matters presented by FAA in the Public Information Meeting will also be provided. FAA is requesting that comments be submitted by the close of business on Monday, April 21, 2003.

Representatives of the DOA will be available to offer information on its Airport Layout Plan (ALP), on its analysis of runway options, on its facility requirements, and on its concept for development of the Airport.

**FOR FURTHER INFORMATION CONTACT:**

Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. MacMullen can be contacted by phone at (847) 294-7522 (voice) and at (847) 294-7046 (facsimile).

**SUPPLEMENTARY INFORMATION:** The FAA previously decided to prepare an Environmental Impact Statement (EIS) addressing specific improvements at and adjacent to O'Hare International Airport. As presently conceived, the runway construction component of the O'Hare Modernization Program would involve: a new North Runway 9-27, a relocation of existing Runway 18-36 (Arrival Runway 9R-27L), a relocation of existing Runway 14L-32R (arrival Runway 9L-27R), a relocation of existing Runway 14R-32L (South Runway 9-27), an extension of existing Runway 9R-27L, and an extension of existing Runway 9L-27R. Overall, the proposed project as presently conceived would result in O'Hare International Airport ultimately having a total of eight runways: six parallel east-west runways, and two parallel runways oriented in the northeast-southwest direction. In addition, the O'Hare Modernization Program could also potentially involve relocation of some or all existing navigation aids, placement of new navigation aids, revision to existing air

traffic control procedures, provision of a new western access to the Airport, additional terminal facilities, and various roadway and rail line relocations. Finally, the potential acquisition of approximately 539 housing units, 109 businesses, and 433 acres of property outside of the Airport's present boundaries is also envisioned. The purpose and need for the above-identified improvements will be presented and reviewed in detail within FAA's forthcoming EIS. In addition, reasonable alternatives, including the "no-build," will be considered, as appropriate.

Interested parties are invited to attend the Public Information Meeting and also to provide written comments to FAA. The FAA informational contact person identified above should receive any written comments by no later than the close of business on Monday, April 21, 2003.

Issued in Des Plaines, Illinois on February 6, 2003.

**Philip M. Smithmeyer,**

*Manager, Chicago Airports District Office, Great Lakes Region.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**[Summary Notice No. PE-2003-04]**

**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 March 6, 2003.

**ADDRESSES:** Send comments on any petition to the Docket Management

System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-200X-XXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Vanessa Wilkins, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-8029.

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

Issued in Washington, DC, on February 10, 2003.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

**Petitions for Exemption**

*Docket No.:* FAA-2002-12856.

*Petitioner:* The Lindbergh Corporation of America.

*Section of 14 CFR Affected:* 14 CFR 91.307(a)(1) and 105.43(a)(1).

*Description of Relief Sought:* To allow certain volunteer parachutists to maintain specific reserve parachutes under a program consisting of an inspection and repack every year and a detailed external inspection every 120 days. This program would allow Lindbergh to collect, compile, and publish data on the advisability of extending the 120-day repack requirement.

*Docket No.:* FAA-2002-13296.

*Petitioner:* Aircraft Investments, LLC.

*Section of 14 CFR Affected:* 14 CFR 21.191(g).

*Description of Relief Sought:* To allow Aircraft Investments to receive an amateur-built experimental airworthiness certificate under § 21.191(g) for its "Spirit of St. Louis" aircraft.

[FR Doc. 03-3601 Filed 2-13-03; 8:45 am]

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