

updates and justifies the forecast, the forecast is consistent and reasonable;

Existing Land Use depicted by Figures 5-1; Future Land Use depicted by Figures 5-2 and 5-2, Noise Exposure Map 2003 Impacts are tabulated in Table 10-3 and Noise Exposure Map 2008 Impacts are tabulated in Table 10-5;

Consultation Methodology and Program are presented in appendix A. National Register of Historic Places described, section 5.3 at pages 5-7 through 5-9, Figure 5-4, Table 5-1 and appendix C.

The FAA has determined that these maps for Louisville International Airport are in compliance with applicable requirements. This determination is effective on November 18, 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 constitute 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 47503 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 47506 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 that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 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 Louisville International Airport, also effective on November 18, 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 180 days, will be completed on or before May 16, 2004.

The FAA's detailed evaluation will be conducted under the provisions 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, create an undue burden of 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 these 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 621, Washington, DC 20591.

Federal Aviation Administration, Airports District Office, 2862 Business Park, Bldg G, Memphis, Tennessee 38118-1555.

Regional Airport Authority of Louisville and Jefferson County, P.O. Box 9129, Louisville, Kentucky 40209-0129.

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

Issued in Memphis Airports District Office, Memphis, Tennessee, November 18, 2003.

LaVerne F. Reid,

Manager, Memphis Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2003-74]

Petitions for Exemption; Summary of Petitions Received; 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 a summary of certain 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.

FOR FURTHER INFORMATION CONTACT: Tim Adams (202) 267-8033, Sandy Buchanan-Sumter (202) 267-7271, or Denise Emrick (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 December 10, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2003-15749.

Petitioner: Qantas Airways, Ltd.

Section of 14 CFR Affected: 14 CFR 145.45(f).

Description of Relief Sought/Disposition: To permit Qantas Airways, Ltd., to make its inspection procedures manual available to its supervisory, inspection, and other relevant personnel rather than give an individual copy to each of its supervisory and inspection personnel. *Grant, 11/12/2003, Exemption No. 8173.*

Docket No.: FAA-2003-16532.

Petitioner: Avigate, LLC.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Avigate, LLC, to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in those aircraft. *Grant, 11/21/2003, Exemption No. 8179.*

Docket No.: FAA-2003-16486.

Petitioner: CJP Associates, Inc.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit CJP Associates, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in those aircraft. *Grant, 11/21/2003, Exemption No. 8178.*

Docket No.: FAA-2002-12137.

Petitioner: Rockwell Collins, Inc.

Section of 14 CFR Affected: 14 CFR 21.327(a).

Description of Relief Sought/Disposition: To permit Rockwell