

**Federal Aviation Administration****Notice To Prepare a Supplemental Environmental Impact Statement and To Conduct Environmental Scoping for Proposed Implementation of Changes to Air Traffic Control Noise Abatement Procedures and Associated Noise Compatibility Program Mitigation at Indianapolis International Airport, Indianapolis, IN**

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

**ACTION:** Notice to hold a public scoping meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing notice to advise the public that a Supplemental Environmental Impact Statement (SEIS) to the 1992 Final Environmental Impact Statement (FEIS) for Master Plan Development will be prepared. The SEIS will consider the proposed revision and implementation of air traffic control noise abatement procedures and associated noise compatibility program mitigation measures at Indianapolis International Airport. In order that all significant issues related to the proposed action are identified, public scoping meetings will be held.

**FOR FURTHER INFORMATION CONTACT:** Presscott Synder, Community Planner, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018, (708) 294-7538.

**SUPPLEMENTARY INFORMATION:** The FAA is preparing a SEIS for proposed changes in air traffic procedures for capacity and noise abatement, including related noise compatibility program mitigation measures at Indianapolis International Airport. These modify existing noise abatement procedures and mitigation measures proposed in the 1992 FEIS for master plan development approved by FAA on May 21, 1992. The FEIS was subject to a Record of Decision which was approved on June 30, 1992.

Comments and suggestions are invited from Federal, State and local agencies and other interested parties to ensure that the full range of issues related to the proposed action are addressed and all significant issues identified. Copies of a scoping document with additional detail, can be obtained by contacting the FAA informational contact listed above. Comments and suggestions may be mailed to the same address.

Comments and suggestions may be mailed to the FAA informational contact listed above by January 15, 1997.

**Public Scoping Meeting:** To facilitate receipt of comments, two public scoping meetings will be held on Thursday, December 12, 1996. The first meeting will be held between 10:00 a.m. and 12:00 p.m. for Federal, State and local agencies in the Indianapolis Airport Authority Board Room, Terminal Building, Indianapolis International Airport, Indianapolis, Indiana. The second meeting will be held from 6:00 p.m. to 8:00 p.m. for local public officials and other interested parties at Decatur Central High School, Cafeteria, 5251 Kentucky Avenue, Indianapolis, Indiana.

Issued in Des Plaines, Illinois on October 31, 1996.

Phillip M. Smithmeyer,

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

[FR Doc. 96-28665 Filed 11-6-96; 8:45 am]

**BILLING CODE 4910-13-M**

**Approval of Noise Compatibility Program, Snohomish County Airport/Paine Field, Snohomish County, Washington**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Airport Manager of the Snohomish County Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non-Federal responsibilities in Senate Report No. 96-52 (1980). On April 5, 1996, the FAA determined that the noise exposure maps submitted by the airport manager under Part 150 were in compliance with applicable requirements. On October 2, 1996, the Associate Administrator for Airports approved the Snohomish County Airport noise compatibility program. All of the program elements were approved.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Snohomish County Airport noise compatibility program is October 2, 1996.

**FOR FURTHER INFORMATION CONTACT:** Dennis G. Ossenkop; Federal Aviation Administration; Northwest Mountain Region; Airports Division, ANM-611; 1601 Lind Avenue, S.W., Renton, Washington, 98055-4056. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the noise compatibility program for Snohomish County Airport, effective October 2, 1996. Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such a program to be developed in consultation with interested and affected parties including the state, local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types of classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval

is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Seattle, Washington.

Snohomish County Airport submitted to the FAA the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted at Snohomish County Airport. The Snohomish County Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 5, 1996. Notice of this determination was published in the Federal Register on April 15, 1996.

The Snohomish County Airport noise compatibility program contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2000. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104(b) of the Act. The FAA began its review of the program on April 5, 1996, and was

required by a provision of the Act of approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained 7 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR 150 have been satisfied. The overall program, therefore, was approved by the Associate Administrator for Airports effective October 2, 1996. Outright approval was granted for all program elements.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on October 2, 1996. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Snohomish County Airport.

Issued in Renton, Washington on October 17, 1996.

Lowell H. Johnson,

*Manager, Airports Division, Northwest Mountain Region.*

[FR Doc. 96-28664 Filed 11-6-96; 8:45 am]

BILLING CODE 4910-13-M

## Maritime Administration

[Docket No. MSP-001]

### Crowley American Transport, Inc.; Notice of Application Pursuant to Section 656 of the Merchant Marine Act, 1936, as Amended

Crowley American Transport, Inc. (Crowley), by application received October 16, 1996, and supplemented October 30, 1996 applied under Section 651, Subtitle B, of the Act for participation in the Maritime Security Program (MSP). In support of its application Crowley submitted information pertaining to its level of noncontiguous domestic trade service as required by section 656 of the Act. Applicants which wish to receive MSP payments must describe their level of noncontiguous domestic service as provided for in section 656. Pursuant to section 656 of the Act, the Maritime Administration must determine Crowley's level of noncontiguous domestic trade service should it become party to a MSP operating agreement.

Crowley certified that its list of unscheduled tug and barge service provided in support of its application listed all the equipment for service between points in Alaska south of the Arctic Circle and points in the contiguous 48 States, dedicated and actually utilized in that service in the two-year period preceding July 1, 1992. In addition, Crowley stated that service between San Juan and the U.S. Gulf was for the one-year period preceding August 9, 1995. Crowley's submittal of noncontiguous domestic trade service (Table I) as well as its affiliate, Crowley Marine Services, Inc. (Table II) was provided.

TABLE I.—CROWLEY AMERICAN TRANSPORT, INC., NONCONTIGUOUS TRADE—PUERTO RICO

Barge vessel *	TEU capacity	Voyages	Itinerary
EL CONQUISTADOR .....	796	16	Lake Charles-San Juan.
		7	Jacksonville-San Juan.
EL REY .....	796	30	Jacksonville-San Juan.
FORTALEZA .....	1,024	26	Jacksonville-San Juan.
		3	Petty's Is., NJ-San Juan.
JACKSONVILLE .....	1,024	23	Jacksonville-San Juan.
		3	Petty's Is., NJ-San Juan.
LA PRINCESA .....	796	18	Jacksonville-San Juan.
		9	Lake Charles-San Juan.
LA REINA .....	796	20	Lake Charles-San Juan.
		2	Jacksonville-San Juan.
MIAMI .....	1,024	18	Petty's Is., NJ-San Juan.
		7	Jacksonville-San Juan.
PONCE .....	1,024	19	Petty's Is., NJ-San Juan.
		7	Jacksonville-San Juan.
SAN JUAN .....	1,024	20	Jacksonville-San Juan.
		8	Petty's Is., NJ-San Juan.
SANTO DOMINGO .....	235	2	Jacksonville-San Juan.