

Federal Aviation Administration**Receipt of Noise Compatibility Program and Request for Review**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Boise Air Terminal under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150 by The City of Boise, Idaho. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for Boise Air Terminal were in compliance with applicable requirements effective June 30, 1995. The proposed noise compatibility program will be approved or disapproved on or before March 17, 1997.

EFFECTIVE DATE: The effective date of the FAA's review of the noise compatibility program is September 18, 1996. The public comment period ends November 20, 1996.

FOR FURTHER INFORMATION CONTACT: Dennis Ossenkop, FAA, Airports Division, ANM-611, 1601 Lind Avenue, S.W., Renton, Washington 98055-4056. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for Boise Air Terminal which will be approved or disapproved on or before March 17, 1997. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that has been found by FAA to be in compliance with the requirements of Federal Aviation Regulation (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 noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the noise compatibility program for Boise Air Terminal effective on September 18, 1996. It was requested that the FAA review this material 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. 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 March 17, 1997.

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 noncompatible land uses and preventing the introduction of additional noncompatible 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 the 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,
Independence Avenue, S.W.,
Washington, DC
Federal Aviation Administration,
Airports Division, ANM-600, 1601
Lind Avenue, S.W., Renton,
Washington 98055-4056
Boise Air Terminal, Boise, Idaho

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

Issued in Renton, Washington, September 18, 1996.

David A. Field,
*Acting Manager, Airports Division, ANM-600,
Northwest Mountain Region.*

[FR Doc. 96-24740 Filed 9-25-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Availability of a Written Reevaluation/Technical Report on Changes to the Proposed JFK Airport Access Program, New York, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Amendment to the notice of availability of a written reevaluation/

technical report and request for comments.

SUMMARY: This amendment revises the date that comments must be received by the FAA and/or the NYSDOT regarding the Written Reevaluation/Technical Report.

In notice document 96-20007 beginning of page 40877 in the issue of Tuesday, August 6, 1996, on the second column under **DATES**, replace sentence regarding "Comments must be received on or before September 20, 1996" to "Comments must be received on or before October 10, 1996".

FOR FURTHER INFORMATION CONTACT:

Mr. Laurence Schaefer, Federal Aviation Administration, AEA-620, Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430 (718) 553-3340 Fax (718) 995-9219

or

Mr. Charles Andreski, New York State Department of Transportation, Region II, Hunters Point Plaza, 47-40 21st Street, Long Island City, NY 11101, (18) 482-4631; Fax (718) 482-4660.

Issued in Jamaica, New York State on September 19, 1996.

William Degraaff,

Acting Manager, Airports Division, Eastern Region.

[FR Doc. 96-24739 Filed 9-25-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application (#96-03-C-00-COS) to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Colorado Springs Airport, Submitted by the Colorado Springs Airport, Colorado Springs, Colorado

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Colorado Springs Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before October 28, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gary W. Green, A.A.E., Director of Aviation, at the following address: Colorado Springs Airport, 7770 Drennan Road, Colorado Springs, CO 80916.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Colorado Springs Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 286-5525; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#96-03-C-00-COS) to impose and use PFC revenue at Colorado Springs Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On September 13, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Colorado Springs Airport, Colorado Springs, Colorado, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 13, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Proposed charge effective date: February 1, 1997

Proposed Charge expiration date: June 1, 1997

Total Requested for use approval: \$1,591,600.00

Brief description of proposed project: Construct Taxiway "N".

Class of classes of air carriers which the public agency has requested not be required to collect PFC's: Part 135 on demand air taxi operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Colorado Springs Airport.

Issued in Renton, Washington on September 16, 1996.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96-24644 Filed 9-25-96; 8:45 am]

BILLING CODE 4910-13-M

Aircraft Flight Recorder and Cockpit Voice Recorder

AGENCY: Federal Aviation Administration, DOT.

ACTION: Cancellation of Technical Standard Order (TSO's) C123 and C124; request for comments.

SUMMARY: This is a cancellation of TSO-C123, Cockpit Voice Recorder System, and TSO-C124, Flight Data Recorder Systems. TSO-C123 prescribes the minimum performance standard that cockpit voice recorder were required to be identified with marking "TSO-C123," dated 5/3/91. TSO-C124 prescribes the minimum performance standards that flight data recorder systems were required to be identified with marking "TSO-C124," dated 2/21/92. This cancellation will ensure that future cockpit voice recorder systems, and flight data recorders are produced under TSO-C123a, Cockpit Voice Recorder System, and TSO-C124a, Flight Data Recorder Systems.

EFFECTIVE DATE: August 2, 1998. Comments for inclusion in the TSO's Docket Files must be received on or before November 25, 1996.

ADDRESSES: Submit comments to the Federal Aviation Administration (FAA), Technical Programs and Continued Airworthiness Branch (AIR-120), Attention: File No. TSO-C123 and TSO-C124, 800 Independence Avenue, SW., Washington, DC 20591

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Program and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546, and FAX Number 202-267-5340.

SUPPLEMENTARY INFORMATION:

Background

This notice cancels TSO-C123, Cockpit Voice Recorder System, and TSO-C124, Flight Data Recorder Systems. TSO-C123 prescribes the minimum performance standard that cockpit voice recorder were required to be identified with marking "TSO-

C123," dated 5/3/91. TSO-C124 prescribes the minimum performance standards that flight data recorder systems were required to be identified with marking "TSO-C124," dated 2/21/92. This cancellation will ensure that future cockpit voice recorder systems, and flight data recorders are produced under TSO-C123a, Cockpit Voice Recorder System, dated 8/2/96, and TSO-C124a, Flight Data Recorder Systems, dated 8/1/96.

The National Transportation Safety Board reported that seven flight recorder media destroyed by postimpact fire in six accidents prompted concern about the adequacy of the performance standards for flight recorders. Minimum performance standards for impact and fire protection are outlined in four Technical Standard Orders (TSO's): TSO-C84 and TSO-C123 address CVR's and TSO-C51a and TSO-C124 address FDR's. TSO-C84 and TSO-C51a were canceled May 18, 1996.

The FAA Technical Center released a report on its study of flight recorder fire test requirements. The study determined that the high intensity, 30-minute fire test specified in the European Organization for Civil Aviation Equipment (EUROCAE), ED-56A, "Minimum Operational Requirements for Cockpit Voice Recorder System," and European Organization for Civil Aviation Electronics (EUROCAE), ED-55, "Minimum Operation Specification for Flight Data Recorder Systems," (and TSO-C124) is not as severe as a 30-minute jet fuel pool fire the test is intended to replicate. The Technical Center found that doubling the exposure time from 30 to 60 minutes on the fire test produced a total heat that is equivalent to the heat experienced in a 30-minute postimpact jet fuel pool fire. The study also determined that flight recorders meeting the 10-hour low-intensity fire test conditions described in ED-56A would survive postimpact smoldering fires involving natural materials.

The Safety Board recommended that the FAA should revise TSO-C123 and TSO-C124 to reflect the findings of the FAA fire test study by (a) incorporating the long-term, low-intensity fire test requirements described in ED-56A, and (b) incorporating the high-intensity fire test requirements described in ED-55 and ED-56A, with the exception of extending the duration of the high-intensity fire test from 30 minutes, as specified in the EUROCAE documents, to 60 minutes. to improve the fire requirements for flight recorder certification and to upgrade the standards in the TSO's, the Board recommended that the FAA cancel the