

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 or 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 to 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. 96-27877 Filed 10-29-96; 8:45 am]

BILLING CODE 4910-13-M

RTCA, Inc., Special Committee 185, Aeronautical Spectrum Planning Issues

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 185 meeting to be held on November 15, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Administrative Remarks; (2) General Introductions; (3) Review and Approval of the Agenda; (4) Review and Approval of the Summary of the Previous Meeting; (5) Final Review of the Twelfth Draft Special Committee 185 Report; (6)

Approve Draft Report for Ballot; (7) Other Business; (8) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 24, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96-27880 Filed 10-29-96; 8:45 am]

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Notice of Intent To Rule on Application (#96-02-U-00-ENV) To Use the Revenue From a Passenger Facility Charge (PFC) at Wendover Airport, Submitted by the City of Wendover, Wendover, Utah

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposed to rule and invites public comment on the application to use PFC revenue at Wendover 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 November 29, 1996.

ADDRESS: 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, 26805 East 68th Avenue, Suite 224, Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Chris Melville, at the following address: City of Wendover, 345 Airport Apron, P.O. Box 326, Wendover, UT 84083.

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

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 342-1258;

Denver Airports District Office, DEN-ADO; Federal Aviation Administration, 26805 East 68th Avenue, Suite 224, Denver CO 80249-6361. The application may be received in person at this location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#96-02-U-00-ENV) to use PFC revenue at Wendover Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 21, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the City of Wendover, Wendover, Utah, 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 January 17, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Actual charge effective date: August 1, 1996

Proposed charge expiration date: January 1, 2019

Total requested for use approval: \$5,555,100.10

Brief description of proposed project: Environmental assessment for new runway 8/26, Update airport layout plan (ALP); Bond preparation work; Construct new runway 8/26.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

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 Wendover Airport.

Issued in Renton, Washington on October 21, 1996.

David A. Field,

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

[FR Doc. 96-27875 Filed 10-29-96; 8:45 am]

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Cancellation of Technical Standard Orders; Comment Requests

AGENCY: Federal Aviation Administration.

ACTION: Cancellation of Technical Standard Orders (TSOs) C37, C37a, C37b, C38, C38a, C38b; request for comments.

SUMMARY: This is a cancellation of TSOs-C37, Very High Frequency Communications Transmitting Equipment Operating within 118-132 Megacycles, C37a, Very High Frequency Communications Transmitting Equipment Operating within 118-132 Megacycles, C37b, Very High Frequency Communications Transmitting Equipment Operating within 118-136 Megacycles, C38, Very High Frequency Communications Receiving Equipment Operating within 118-132 Megacycles, C38a, Very High Frequency Communications Receiving Equipment Operating within 118-132 Megacycles, and C38b, Very High Frequency Communications Receiving Equipment Operating within 118-136 Megacycles. Cancellation of these TSOs are necessary to comply with a Federal Communications Commission (FCC) Notice, DA 95-2441, "Aircraft Radios to be replaced by January 1, 1997", dated 12/11/95. The FCC ordered that all aircraft operating within the United States airspace using VHF radios with 50 kilohertz or greater channel spacing and a frequency tolerance greater than 30 part per million will no longer be authorized for use in FCC licensed aircraft stations. FCC licensed aircraft stations operating within United States airspace radios must be converted to 25 kilohertz channel spacing and have a frequency tolerance of 30 parts per million or less by January 1, 1997. **EFFECTIVE DATES:** January 1, 1997. Comments for inclusion in the TSO's Docket Files must be received on or before November 29, 1996.

ADDRESSES: Submit comments to the Federal Aviation Administration (FAA), Technical Programs and Continued Airworthiness Branch (AIR-120), Attention: File No. TSO-C37, C37a, C37b, C38, C38a, and C38b, 800 Independence Avenue, S.W., 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.