

1997 at 9:00 a.m. Members of the public may present written or oral statements at the meeting.

ADDRESSES: The HOGANSAC meeting will be held in the conference room of the Houston Pilots Office, 8150 South Loop East, Houston, Texas.

FOR FURTHER INFORMATION CONTACT: Captain Kevin Eldridge, Executive Director of HOGANSAC, telephone (713) 671-5199, or Commander Paula Carroll, Executive Secretary of HOGANSAC, telephone (713) 671-5164.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agenda of the Meeting

Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC). The tentative agenda includes the following:

(1) Opening remarks by the Executive Director (CAPT Eldridge) and chairman (Tim Leitzell).

(2) Discussion on the ACOE proposal and comments from the floor.

Procedural

All meetings are open to the public. Members of the public may make oral presentations during the meetings.

Information on Services for the Handicapped

For information on facilities or services for the handicapped or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: October 29, 1997.

T.W. Josiah,

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 97-30366 Filed 11-17-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program: Naples Municipal Airport, Naples, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Naples 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 nonfederal responsibilities in Senate Report No. 96-52 (1980). On April 2, 1997, the FAA determined that the noise exposure maps submitted by the City of Naples under Part 150 were in compliance with applicable requirements. On September 29, 1997, the Administrator approved the Naples Municipal Airport noise compatibility program. Most of the program measures were fully approved. Four (4) measures was partially approved and one (1) measure was disapproved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Naples Municipal Airport noise compatibility program is September 29, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 29. 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 Naples Municipal Airport, effective September 29, 1997.

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 programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (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 measure 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 users, 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 Orlando, Florida.

The City of Naples submitted to the FAA on March 24, 1997, updated noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from April 3, 1995 through March 21, 1997. The Naples Municipal Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 2, 1997. Notice of this determination was published in the **Federal Register**.

The Naples Municipal Airport study 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 2002. It was requested that 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 2, 1997, 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 fifteen (15) proposal 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 Part 150 have been satisfied. The

overall program, therefore, was approved by the Administrator effective September 29, 1997.

Outright approval was granted for ten (10) of the fifteen (15) specific program measures. Four (4) measures were partially approved and one (1) measure was disapproved. The approval action was for the following program controls:

Noise abatement measure	Description	NCP pages
OPERATIONAL MEASURES		
7.2.1 Preferential Runway	It is recommended that the existing preferential runway measure to maximize the use of Runway 4 for departures and Runway 22 for arrivals for aircraft with departure noise levels exceeding 76.4 EPNdB to continued in order to take advantage of the low sensitivity to noise of the commercial/industrial development located northeast of the airport. Implementation is based on pilot education and preferential runway assignment by the air traffic controllers when the tower is open. FAA Action: Approved.	Pages 3-3 to 3-8 and 7-1; Tables 3-1 to 3-3, 3-16, 7-1 and 7-2; and Figures 3-1 and 3-2.
7.2.2 Flight Procedures	This measure recommends elimination of the existing restriction to initial climb altitudes on departure from Naples Municipal Airport (APF) to 2,000' above sea level (ASL). FAA Action: Disapproved. This measure will not have a significant noise reduction. In addition, it could interfere with air traffic safety and efficiency because the altitude limit is initially necessary to ensure separation from other traffic in the area and is removed by the controller when the aircraft is radar identified and separation is assured.	Pages 3-12, 3-13, and 7-3; Figure 3-4; and Tables 3-6, 3-16 and 7-2.
7.2.3 Flight Paths	Revised Visual Flight Rules (VFR) noise abatement departure flight paths have been proposed for each runway at the airport to reduce noise by moving traffic away from developed areas. Runway 4—early left turn. Aircraft would fly just to the east of Airport-Pulling Road and would avoid the residential communities in the area. Runway 22—right turn. Aircraft would move away from the majority of the residential dwellings which are located southwest of the airport. Runway 13—early left turn. This track turns aircraft just north of Davis Boulevard, away from the residential development south of Davis. Runway 31—the existing departure, with a right turn, would impact the least number of people due to the fact that the aircraft do not overfly the coastline with its density packed residential units. The FAA must also develop procedures which allow the pilots to fly these preferred flight paths. This is typically accomplished through SIDs or STARs, which are departure or arrival paths defined by radio navigation aids. Current systems such as the VOR, located on and off the airport, already provide this capability, but newer technology has even greater promise. Two newer systems, the Global Positioning System (GPS) and Transponder Landin System (TLS) could be used to define complex curved approach or departure paths which could be used to keep aircraft away from densely populated residential areas. The NAA has applied for state grants to install the TLS system by the end of the fiscal year 1997. FAA Action: Approved in part as a voluntary measure. The recommended noise abatement departure flight paths are approved as voluntary. The measure is disapproved in part, for purposes of Part 150, for that portion of the proposal which recommends use of the GPS and TLS to define complex curved approach and departure paths, pending submission of additional information describing the noise benefits of these techniques when technology becomes available.	Pages 3-16 to 3-31, 7-3 and 7-4; Tables 3-8 to 3-11, 3-16 and 7-2; and Figures 3-5 to 315.
7.2.4 Helicopters	It is recommended that the existing noise abatement measures for helicopters be continued including modification of take-off areas to implement common centralized departure areas and education of helicopter pilots. Helicopter pilots have agreed to depart from midfield, rather than runway ends, in order to obtain as much altitude as possible before departing the airport and helicopters will follow the fixed wing routes on the crosswind runway. The Naples Airport Authority (NAA) will maintain contact with pilot operators to modify these procedures, if necessary, and work out additional issues as they arise. FAA Action: Approved as a voluntary measure.	Pages 3-31, 3-32 and 7-4; and Tables 3-7, 3-16, 7-1 and 7-2.

Noise abatement measure	Description	NCP pages
7.2.5 Use Restrictions	<p>This following measures were adopted by ordinance effective May 15, 1996, and are proposed for FAA approval in this Part 150 document. The measures include: a. nighttime elimination of Stage 1 aircraft use of the airport; b. voluntary curfew of Stage 2 and 3 jets during nighttime hours; c. future nighttime elimination of Stage 2 aircraft after the beginning of the year 2000, which is the target for the federal phase-out of Stage 2 aircraft weighing greater than 75,000 pounds. These restrictions would not apply to emergency flights, medical or government flights, or other flights which are for the benefit of public health, safety, and welfare. A Part 161 study may be appropriate or required. FAA Action: a. Approved, with respect to the Stage 1 ban. The airport operator has submitted supplemental information by letter dated July 31, 1997, which has been made part of this ROA, to support that Stage 1 operators have been successfully able to comply with this measure. The NCP states that this measure would reduce the population impacted within the DNL 65dB noise contour from 158 to 0 for the 5-year time frame. This measure has been in effect since May 1996 with no apparent concern by affected operators regarding undue burden on interstate or foreign commerce (see supplemental information submitted by airport operator). However, should impacts on air commerce occur which cannot be foreseen at the time of this approval, the FAA will reevaluate this determination in view of new factual information to ascertain whether it still meets the standards for Part 150 approval or whether approval should be withdrawn in accordance with section 105.35(d)(6). b. Disapproved for purposes of Part 150 pending submission of sufficient information to make an informed analysis with respect to the voluntary curfew of Stage 2 and Stage 3 jets during nighttime hours. Although noise benefits of the voluntary curfew may be "intuitive", the NCP does not provide noise benefits for this measure. Truly voluntary operational measures affecting Stage 2 and Stage 3 aircraft are not subject to 14 CFR Part 161. However, any changes to the method of implementation which may affect whether this measure is voluntary would be subject to applicable procedures contained in 14 CFR Part 161. c. Disapproved with regard to the mandatory Stage 2 phaseout to begin the year 2000, pending satisfactory compliance with 14 CFR Part 161, and pending submittal of additional information to make an informed analysis. The Federal phaseout applies to aircraft weighing greater than 75,000 pounds. The NCP states that "Significantly less than 1 percent of all corporate jet operations at APF are in aircraft with maximum gross takeoff weights over 75,000 pounds." Part 161 requires separate analysis of restrictions on Stage 2 aircraft weighing less than 75,000 pounds; in addition, the burden on commerce has not been presented nor are the noise impacts versus the benefits of this measure presented.</p>	<p>Pages 3-32 to 3-42 and 7-4; Tables 3-12 to 3-14, 3-16 and 7-4; and Figures 3-16 and 3-17); supplemental information submitted from NAA by letter dated July 31, 1997.</p>
7.2.6 Ground Noise	<p>It is recommended that the existing ban on nighttime (between 10:00 p.m. and 7:00 a.m.) maintenance runups, effective May 15, 1996, and the designated locations and orientations recommended for maintenance and pre-flight runups for turboprop aircraft be continued. Operators may request permission from airport management to conduct a maintenance runup during the restricted hours under exceptional circumstances. For example, an operator may require the aircraft for an early morning departure, which would have to incur a substantial delay if the runup could not be conducted until after 7:00 a.m. For such approval, management may set limits on exactly when and where the runup would be conducted, and limit duration of the runup and the power settings used. Maintenance or pre-flight runups for turboprop aircraft should be conducted at one of the locations shown on Figure 3-19 in the NCP document and, as wind conditions permit, should be oriented to the north or northeast. This will abate ground noise levels in the community, especially at times when background noise levels are very low. FAA Action: Approved. FAA approval is given in consideration of the exceptions available to aircraft operators. This measure has been in effect since May 1995. New information which may become available to the FAA which demonstrates that this measure could impact total number or hours of Stage 2 or Stage 3 aircraft operations may make this measure subject to applicable requirements of 14 CFR Part 161.</p>	<p>Pages 3-43 to 3-45; Tables 3-16, 7-1 and 7-2; and Figures 3-18 and 3-17.</p>

Noise abatement measure	Description	NCP pages
LAND USE MEASURES		
7.3.1 Land Acquisition	This measure recommends land acquisition in Rock Creek Campground and residential or vacant uses in the Naples Villas area to develop a compatible buffer when no other land use strategy is appropriate. FAA Action: Approved under 14 CFR Part 150 with respect to noncompatible land uses within the noise contours of the official noise exposure maps as provided in the Aviation Safety and Noise Abatement Act and 14 CFR Part 150. Some of these areas may be outside of the noise contours, in which case they would be outside the parameters of this Part 150 approval. However, the FAA would encourage local government to exercise its prerogative to establish noise buffers that meet locally determined needs. Vacant land is deemed compatible under 14 CFR Part 150 unless it is demonstrated that there is imminent danger of it being developed noncompatibly.	Pages 5-2 to 5-5 and 7-5; Tables 5-2 and 7-3; and Figures 4-2 and 5-1.
7.3.2 Easements	This measure recommends the purchase of easements for homes in the Naples Villas area and the consideration of easements for Rock Creek Campground to provide an adequate buffer of compatible uses around the airport. FAA Action: Approved under 14 CFR Part 150 with respect to non-compatible land uses within the noise contours of the official noise exposure maps as provided in the Aviation Safety and Noise Abatement Act and 14 CFR Part 150. Some of these areas may be outside of the noise contours, in which case they would be outside the parameters of this Part 150 approval. However, the FAA would encourage local government to exercise its prerogative to establish noise buffers that meet locally determined needs. Vacant land is deemed compatible under 14 CFR Part 150 unless it is demonstrated that there is imminent danger of it being developed non-compatibly.	Pages 5-7, 5-8 and 7-5; Tables 5-2 and 7-3; and Figures 4-2 and 5-1.
7.3.3 Zoning/Land Use Planning.	The NAA has adopted the DNL 65dB noise contour as the threshold of incompatibility for residential areas, but for zoning and land use planning this measure recommends that the area within the DNL 60dB noise contour apply the same standard as Part 150 recommends for the DNL 65dB noise contour as a buffer to ensure that residential and noise sensitive uses are not developed too close to the Airport. FAA Action: Approved. This is within the authority of the local land use planning jurisdictions.	Pages 5-10 to 5-12 and 7-5; Tables 5-2 and 7-3; and Figure 5-2.
7.3.4 Fair Disclosure	It is recommended that a Fair Disclosure Program be developed to educate potential home buyers of the airport and its flight paths through voluntary cooperation from realtors, lenders, property managers, and local government staff so all potential residents who would be located along the flight paths for the runways would be aware of their location. This measure includes the development, publication and distribution of information regarding airport noise and operations. FAA Action: Approved.	Pages 5-13, 5-14 and 7-5; and Tables 5-2 and 7-3.
CONTINUING PROGRAMS MEASURES		
7.4.1 Noise Abatement Officer	It is recommended that the Noise Abatement Officer position currently being filed by staff with additional responsibilities at the Airport be continued. This person's responsibilities include oversight of the implementation of all noise abatement/land use compatibility programs as well as investigation of noise complaints FAA Action: Approved.	Pages 2-3, 6-1 and 7-6; and Table 7-4.
7.4.2 Noise Compatibility Advisory Committee.	This measure recommends the implementation of a noise compatibility advisory committee with membership consisting of representatives of airport users and tenants, local officials, area businesses, area residents, and Airport management. This will be an advisory committee to provide feedback regarding noise issues and represent all interests on and around the airport FAA Action: Approved.	Pages 6-1 and 7-6; and Table 7-4.
7.4.3 Noise Monitoring Program.	This measure recommends the implementation of a noise monitoring program and the purchase (or rental) of a portable noise monitor and associated computer software and hardware. Residents surrounding the Airport can assist the noise abatement officer by providing sites for noise monitoring FAA Action: Approved.	Pages 6-2 and 7-6; and Table 7-4.
7.4.4 Public Information Program.	The development and implementation of a public information program is recommended to provide the public with information which makes them aware of the efforts of the Airport management to address their concerns. One measure which would continue is the newsletter which is routinely published by the NAA. FAA Action: Approved.	Pages 6-2 and 7-6; and Table 7-4.
7.4.5 NCP Review, Evaluation, and Revision.	This measure recommends that the Noise Compatibility Program be reviewed and evaluated on a regular basis to measure performance against goals. The Part 150 will be updated every five years or sooner if applicable. FAA Action: Approved.	Pages 6-2 and 7-6; and Table 7-4.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on September 29, 1997. 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 office of the City of Naples.

Issued in Orlando, Florida on October 22, 1997.

Charles E. Blair,

Manager, Orlando Airports District Office.

[FR Doc. 97-30228 Filed 11-17-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Termination of Environmental Impact Statement; Palm Beach International Airport, West Palm Beach, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of termination.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advertise to the public that the environmental impact statement for the proposed extension of Runway 9L-27R to 10,000 feet at Palm Beach International Airport has been terminated. The FAA will continue the environmental process for the proposed extension of Runway 9L-27R to 10,000 feet as an environmental assessment (EA). This is consistent with the previous Notice of Intent which was published in the Federal Register on March 12, 1996, as well as within the information presented during scoping. **FOR FURTHER INFORMATION CONTACT:** Mr. Bart Vernace, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, extension 27. **SUPPLEMENTARY INFORMATION:** This notice announces that the FAA will terminate the Environmental Impact Statement and continue the environmental process as an Environmental Assessment for a proposed project to lengthen Runway 9L-27R at the Palm Beach International Airport (PBI) to 10,000 feet for air carrier aircraft use. The decision to terminate the EIS and continue the environmental process as an EA was based on the preliminary environmental analysis which depicted no significant impact in any environmental impact category. The Palm Beach County Department of Airports will prepare the

draft EA document, make the draft EA document available to the public and governmental agencies for comment, offer the opportunity for a public hearing and submit the EA document to the FAA for the appropriate environmental decision.

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

Issued in Orlando, Florida, November 7, 1997.

W. Dean Stringer,

Acting Manager, Orlando Airports District Office.

[FR Doc. 97-30214 Filed 11-17-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss air traffic issues.

DATES: The meeting will be held on December 8, 1997, at 10:00 a.m.

ADDRESSES: The meeting will be held at the Air Traffic Control Association Headquarters, 2300 Clarendon Blvd., Suite 711, Arlington, VA.

FOR FURTHER INFORMATION CONTACT: Ms. Heather Thorson, Transportation Regulations Analyst, Airmen and Airspace Rules Division, Office of Rulemaking (ARM-107), 800 Independence Avenue, SW, Washington, DC 20591. Telephone: (202) 267-7470; FAX: (202) 267-5075.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee. This meeting will be held on December 8, 1997, at 10:00 a.m., at the Air Traffic Control Association Headquarters, 2300 Clarendon Blvd., Suite 711, Arlington, VA.

The agenda for this meeting will include an update and discussion on Special Visual Flight Rules (VFR) tasking.

Attendance is open to the interested public but may be limited to the space available. The public must make

arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on November 10, 1997.

Reginald C. Matthews,

Assistant Executive Director for Air Traffic Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-30213 Filed 11-17-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application #97-02-I-00-SPW To Impose a Passenger Facility Charge (PFC) at Spencer Municipal Airport, Spencer, IA

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 a PFC at Spencer Municipal Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before December 18, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Donna M. Fisher, City Clerk, Spencer, Iowa, at the following address: City of Spencer, 418 2nd Avenue West, Spencer, Iowa 51301.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Spencer under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Lorna K. Sandridge, PFC Program Manager, FAA, Central Region, 601 E.