

• If standards fully implementing the IMO Universal AIS standard are still not in place by the beginning of the year 2000, should the Coast Guard implement a carriage requirement based on existing standards?

• Should the Coast Guard delay the opening of VTS Lower Mississippi River until a technical standard implementing the IMO Universal AIS performance standard is available? If so, how long can VTS Lower Mississippi River be delayed?

#### Public Meeting

The meeting is open to the public. It will include short presentations on the following topics, followed by open discussion:

- Introduction of Coast Guard personnel.
- Concept of AIS and VTS.
- AIS performance, technical, and test/certification standards.
- Automatic Identification Systems test results from the Lower Mississippi River.
- The size and type of vessels that should be required to carry Automatic Identification System transponders.

Members of the public can make oral presentations with advance notice, and as time permits. If you wish to make an oral presentation, you should notify Diane Schneider at the numbers listed under **FOR FURTHER INFORMATION CONTACT** no later than October 26, 1998. Please provide your name, your affiliation, and the issue you would like to discuss.

Dated: September 11, 1998.

**Joseph J. Angelo,**

*Acting Assistant Commandant for Marine Safety and Environmental Protection.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program Revision and Request for Review Naples Municipal Airport Naples, Florida

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the revised current and future noise exposure maps submitted by the City of Naples, Florida for Naples Municipal Airport under the provisions of Title 1 of the Aviation Safety and Noise Abatement Act of 1979

(Pub. L. 96-193) and 14 CFR part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program revision that was submitted for Naples Municipal Airport under Part 150 in conjunction with the noise exposure maps, and that this program revision will be approved or disapproved on or before March 2, 1999.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the revised noise exposure maps and of the start of its review of the associated noise compatibility program revision is September 3, 1998. The public comment period ends November 2, 1998.

**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 32822-5024, (407) 812-6331, Extension 29. Comments on the proposed noise compatibility program revision should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the revised noise exposure maps submitted for Naples Municipal Airport are in compliance with applicable requirements of part 150, effective September 3, 1998. Further, FAA is reviewing a proposed noise compatibility program revision for that airport which will be approved or disapproved on or before March 2, 1999. This notice also announces the availability of this program revision for public review and comment.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties to the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (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 City of Naples, Florida, submitted to the FAA on March 6, 1998, revised noise exposure maps, descriptions and other documentation which were produced during the Naples Municipal Airport FAR Part 150 Update Amendment of Noise Exposure Maps and Noise Compatibility Program to Extend Nighttime Stage 1 Use Restrictions to 24 Hours study conducted between October 23, 1997 and February 27, 1998. Subsequent supporting documentation was also provided by the City of Naples and their consultant. It was requested that the FAA review this material as the noise exposure maps, as described in Section 103(a)(1) of the Act, and that the noise mitigation measure revisions, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program revision under Section 104(a) of the Act. The proposed noise compatibility program revision would revise one of the noise abatement measures in the noise compatibility program previously approved on September 29, 1997.

The FAA has completed its review of the revised noise exposure maps and related descriptions submitted by the City of Naples, Florida. The specific maps under consideration are "1998 Noise Exposure Map" and "2003 Noise Exposure Map" in the noise compatibility program revision submission. The FAA has determined that these maps for Naples Municipal Airport are in compliance with applicable requirements. This determination is effective on September 3, 1998. 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 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 103 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 107 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 which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program revision for Naples Municipal Airport, also effective on September 3, 1998. 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 revision. The formal review period, limited by law to a maximum of 180 days, will be completed on or before March 2, 1999.

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 revision 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 the revised noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program revision are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024 and Naples Airport Authority, 160 Aviation Drive North, Naples, Florida 34104.

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

Issued in Orlando, Florida September 3, 1998.

**Charles E. Blair,**

*Manager, Orlando Airport District Office.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues, New Tasks

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of new task assignments for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** Notice is given of new tasks assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

#### FOR FURTHER INFORMATION CONTACT:

Stewart R. Miller, Transport Standards Staff (ANM-110), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; phone (425) 227-1255; fax (425) 227-1320.

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine Issues. These issues involve the airworthiness standards for transport category airplanes and engines in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135.

##### The Tasks

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization tasks.

##### Task 8: Casting Factors

Review the current standards of § 25.621 and those proposed for the corresponding JAR 25.621 in NPA 25C-272 (circulated for public consultation

by JAA on 16 November 1997) as they pertain to the strength of structural castings. Review also any available FAA and JAA advisory material. In the light of this review, recommend changes to harmonize this section and the corresponding JAR paragraph, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by July 31, 2001.

##### Task 9: Fuel Tank Access Doors

Review the current standards of FAR 25.963(e) and JAR 25.963(g) as they pertain to the requirements for fuel tank access doors impact and fire resistance. Review also the related FAA and JAA advisory material. In the light of this review, recommend changes to harmonize these sections and the corresponding JAR paragraphs, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by July 31, 2001.

##### Task 10: Strength of Windshields and Windows

Review the current standards of § 25.775 and those for corresponding JAR 25.775 as they pertain to the strength of windshields and windows. Review also any related FAA and JAA advisory material. In the light of this review, recommend changes to harmonize this section and the corresponding JAR paragraph, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by March 31, 2001.

The FAA requests that ARAC draft appropriate regulatory documents with supporting economic and other required analyses, and any other related guidance material or collateral documents to support its recommendations. If the resulting recommendation(s) are one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

##### Working Group Activity

The General Structures Harmonization Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to: