

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 State of Hawaii, Department of Transportation, submitted to the FAA on December 3, 1998 (original submittal) and April 12, 2000 (revised pages), noise exposure maps, descriptions and other documentation which were produced during the preparation of the Dillingham Airfield Noise Compatibility Study dated October, 1998, Revised March, 2000. 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 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.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the state of Hawaii, Department of Transportation. The specific maps under consideration are Figures 4-1, "2000 (Existing) Base Year Noise Exposure Map" and 5-1, "2005 (Five Year) Noise Exposure Map," in the submission. The FAA has determined that these maps for Dillingham Airfield are in compliance with applicable requirements. This determination is effective on September 14, 2000. 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 section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Dillingham Airfield, also effective on September 14, 2000. 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 15, 2001.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 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 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, 800 Independence Avenue, SW., Room 617, Washington, D.C. 20591  
Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15000 Aviation Blvd., Room 3012, Hawthorne, California 90261  
Federal Aviation Administration, Honolulu Airports District Office, 300 Ala Moana Boulevard, Room 7-128, Honolulu, Hawaii 96813  
State of Hawaii, Department of Transportation, Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819

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

Issued in Hawthorne, California, on September 14, 2000.

**Herman C. Bliss,**

*Manager, Airports Division, AWP-600, Western-Pacific Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aging Transport Systems Rulemaking Advisory Committee; Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee.

**DATES:** The meeting will be held October 11-12, 2000, beginning at 9 a.m. on October 11. Arrange for oral presentations by October 4.

**ADDRESSES:** The meeting will be at the Bessie Coleman Conference Center, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Terry K. Stubblefield, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-7624, FAX (202) 267-5075. Alternate Contact: Brenda D. Courtney, ARM-200, Telephone (202) 267-3327.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given of a meeting of the Aging Transport Systems Rulemaking Advisory Committee in the Bessie Coleman Conference Center, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC.

The agenda will include:

- Opening remarks
- Working group reports
- Review Task 1—Intrusive Inspections Report
- Review Task 3—Maintenance Criteria

• Review Task 4—Standard Wire Practice Improvements

- Review Task 5—Review Air Carrier Training

- Report by ATA on the status of implementing ATSRAC-recommended wire codes

If the Aging Transport Systems Rulemaking Advisory Committee

approves of the draft working group reports for Tasks 1, 3, 4 and 5, they will be forwarded to the FAA as formal recommendations.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by October 4, 2000, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 20 copies to the Executive Director, or by bringing the copies to him at the meeting. Public statements will only be considered if time permits. In addition, sign and oral interpretation as well as a listening device can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on September 21, 2000.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Rule on Application To Impose a Passenger Facility Charge (PFC) at General Mitchell International Airport, Milwaukee, WI and To Use the Revenue at General Mitchell International Airport and Lawrence J. Timmerman, Milwaukee, WI**

**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 General Mitchell International Airport and to use the revenue at General Mitchell International Airport and Lawrence J. Timmerman 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 October 27, 2000.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to C. Barry Bateman, Airport Director of the General

Mitchell International Airport, Milwaukee, WI at the following address: 5300 S. Howell Ave., Milwaukee, WI 53207-6189.

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

#### **FOR FURTHER INFORMATION CONTACT:**

Sandra E. DePottey, Program Manager, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450, 612-713-4363. 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 to impose a PFC at General Mitchell International Airport and to use the revenue at General Mitchell International Airport and Lawrence J. Timmerman 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).

On September 6, 2000 the FAA determined that the application to impose and use the revenue from a PFC submitted by Milwaukee County 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 5, 2000.

The following is a brief overview of the application.

*PFC application number:* 06-00-C-00-MKE.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* June 1, 2004.

*Proposed charge expiration date:* July 1, 2006.

*Total estimated PFC revenue:* \$22,667,375.00.

*Brief description of proposed projects:*

#### **Impose and Use General Mitchell**

Rehabilitate taxiway A and A3, reconstruct perimeter road, rehabilitate runway 7R/25L, C concourse stem and 6 gate expansion (design), acquire flight information display and paging system, master plan update, terminal apron joint repair, seal coating runway 71/25R and runway 13/31, conduct electrical master plan study, rehabilitate taxiway B from R to G, construct abrasive storage building, upgrade security system, install runway 1L/19R centerline and touchdown zone lighting, C concourse taxiway expansion, baggage claim remodeling (design), rehabilitate taxiway M at B, construct maintenance

storage building, construct hush house noise suppressor structure (design). Impose and Use Lawrence J. Timmerman: payment rehabilitation. Impose Only General Mitchell: C concourse stem and 6 gate expansion (construction). Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators filing FAA from 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

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

Issued in Des Plaines, Illinois, on September 14, 2000.

**Benito De Leon,**

*Manager, Planning and Programing Branch, Airports Division, Great Lakes Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at General Mitchell International Airport, Milwaukee, WI**

**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 use the revenue from a PFC at General Mitchell International 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 October 27, 2000.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to C. Barry Bateman, Airport Director of the General Mitchell International Airport, Milwaukee, WI at