

operation, 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 in 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 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 completed its review of the Noise Exposure Map and supporting documentation submitted by the city of Phoenix. The specific maps under consideration are Exhibit 1, "1999 Noise Exposure Map" and Exhibit 2, "2004 Noise Exposure Map" in the submission. The FAA has determined that these maps for the Phoenix Sky Harbor International Airport are in compliance with applicable requirements. This determination is effective on October 10, 2000. FAA's acceptance of 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 acceptance 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 FAR Part 150 through FAA's review of the 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.

Copies of the Noise Exposure Maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591;

Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15000 Aviation Boulevard, Hawthorne, CA 90261; and

City of Phoenix, Aviation Department, 3400 Sky Harbor Boulevard, Phoenix, AZ 85034.

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

Issued in Hawthorne, California on October 10, 2000.

Herman C. Bliss,

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

[FR Doc. 00-27334 Filed 10-24-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Transport Airplanes and Engine Issues—New Tasks

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new task assignment(s) 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: Dorenda Baker, 601 Lind Ave., Renton, Washington 98055-4056, 425-227-2109, dorenda.baker@faa.gov.

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 title 14 of the Code of Federal Regulations (14 CFR) with its partners in Europe and Canada.

The Task

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

Task: Review 14 CFR 25.365(d), in particular the factors applied to the maximum relief value setting, which is used to set a limit structural design loan. Review FAA and Joint Aviation Authority (JAA) advisory material and paragraph 8 of Advisory Circular 25-20. In light of this review, develop a report recommending changes to harmonize this section and the corresponding JAR paragraph, recommending new harmonized standards, and develop related or revised advisory material as necessary.

Schedule: The report and advisory material shall be submitted to the FAA within 18 months after the date of this notice.

ARAC Acceptance of Tasks

ARAC has accepted the tasks and has chosen to assign the tasks to the General Structures Harmonization Working Group of the ARAC Transport Airplanes and Engine Issues group. The working group will serve as staff to ARAC to assist in the analysis of the assigned tasks. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

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:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of the ARAC Transport Airplane and Engines issues held following publication of this notice.

2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.

3. Draft appropriate documents with supporting economic and other required analyses, and/or any other related guidance material or collateral

documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations.

4. Provide a status report at each meeting of the ARAC held to consider Transport Airplane and Engine issues.

The Secretary of Transportation has determined that the formation and use of the ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of the ARAC will be open to the public. Meetings of the General Structures Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 18, 2000.

Anthony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 00-27332 Filed 10-24-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Harmonization Initiatives

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of public meeting.

SUMMARY: The Federal Aviation Administration and the Joint Aviation Authorities will convene a meeting to accept input from the public on the Harmonization Work Program. The Harmonization Work Program is the means by which the Federal Aviation Administration and the Joint Aviation Authorities carry out a commitment to harmonize, to the maximum extent possible, the rules regarding the certification, operation and maintenance of civil aircraft, and the standards, practices, and procedures governing the design, materials, workmanship, and construction of civil aircraft, aircraft engines, and other components. The purpose of the meeting is to provide an opportunity for the public to submit input to the Harmonization Work Program. This notice announces the date, time, location and procedures for the public meeting.

DATES: The public meeting will be held on November 28 and November 30, 2000, starting at 10:30 a.m. each day.

Industry comments, presentations and proposals must be received on or before November 10, 2000.

ADDRESSES: The public meeting will be held at the Latham Hotel, 3000 M Street, NW., Washington, DC, 20007.

Persons unable to attend the meeting may mail their comments in triplicate to: Brenda Courtney, Federal Aviation Administration, Office of Rulemaking (ARM-200), 800 Independence Avenue, SW., Washington, DC 20591. You may also submit your comments to Brenda Courtney by e-mail:

brenda.courtney@faa.gov or by facsimile at (202) 267-5075.

FOR FURTHER INFORMATION CONTACT:

Requests to attend and present a statement at the meeting or questions regarding the logistics of the meeting should be directed to Brenda Courtney, Office of Rulemaking, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3327, e-mail: *brenda.courtney@faa.gov*; or facsimile at (202) 267-3327.

SUPPLEMENTARY INFORMATION: Federal Aviation Administration (FAA) and the Joint Aviation Authorities (JAA) will convene a meeting to accept input from the public on the Harmonization Work Program. The meeting will be held on November 28 and November 30, 2000, at the Latham Hotel, 3000 M Street, NW., Washington, DC beginning at 10:30 a.m. each day. The agenda will include: November 28, 2000

Review of Action Items from the March 2000 Public Meeting
Review of Action Items from the FAA/JAA 17th Annual Conference
Presentations from the Public
November 30, 2000

FAA, JAA and Transport Canada
News of Interest

General Session—Response to
Industry Issues and Concerns

The Latham Hotel is located in the Georgetown area of Washington, DC. It is approximately 6 blocks from the Foggy Bottom/George Washington University Metrorail Stop (blue/orange lines). The hotel is approximately 6 miles from Washington Reagan National Airport, 25 miles from Dulles International Airport, and 40 miles from Baltimore/Washington International Airport. Parking is available for \$20 per night for individuals who will be lodging at the hotel. For those individuals who plan to attend the meeting, but will not stay at the hotel, parking at the hotel will be \$10 per day.

For hotel reservations at the Latham Hotel, please call (202) 726-5000 or 1-800-368-5922. Conference attendees should advise the hotel that you plan to

attend the "FAA/JAA Harmonization Meeting". The corporate rate offered for those attending the meeting is \$129 plus 14½ percent sales tax or \$147.71 per night for a single room. An additional \$20 will be charged for double occupancy. Note that there is a 24-hour cancellation policy. The hotel will hold a block of rooms at this rate until October 26.

Participation at the Meeting

The FAA should receive requests from persons who wish to present oral and written statements at the public meeting no later than November 10, 2000. Statements and presentations should be provided on diskette or forwarded by e-mail to the person identified under the caption **FOR FURTHER INFORMATION CONTACT** to be made part of the official minutes of the meeting. Requests to present oral statements received after November 10 will be scheduled if time is available during the meeting.

Meeting Procedures

The following procedures are established to facilitate the meeting:

(1) There will be no admission fee or other charge to attend or to participate in the meeting. The meeting will be open to all persons who have requested in advance to present statements or who register on the day of the meeting, subject to availability of space in the meeting room.

(2) The meeting may adjourn early if scheduled speakers complete their statements in less than the time scheduled for the meeting.

(3) The FAA will try to accommodate all speakers. If the available time does not permit this, speakers generally will be scheduled on a first-come-first-served basis. However, the FAA reserves the right to exclude some speakers if necessary to present a balance of viewpoints and issues.

(4) Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested at the above number listed under **FOR FURTHER INFORMATION CONTACT** at least 10 calendar days before the meeting.

(5) Representatives from FAA and JAA will preside over the meeting.

(6) The FAA and JAA will review and consider all material presented by participants at the meeting. Position papers or material presenting views or information related to proposed harmonization initiatives may be accepted at the discretion of the FAA and JAA. The FAA requests that persons participating in the meeting provide copies of all materials to be presented.