

Issued in Fort Worth, Texas on February 13, 1995.

Otis T. Welch,

Manager, Texas Airport Development Office.

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FAA Approval of Noise Compatibility Program; Fort Worth Meacham Airport; Fort Worth, TX

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 Fort Worth 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 August 11, 1994, the FAA determined that the noise exposure maps submitted by the city of Fort Worth under Part 150 were in compliance with applicable requirements. On February 7, 1995, the Administrator approved the Fort Worth Meacham Airport noise compatibility program. Most of the recommendations of the program were approved. No program elements relating to new or revised flight procedures for noise abatement were proposed by the city of Fort Worth.

EFFECTIVE DATE: The effective date of the FAA's approval of the Fort Worth Meacham Airport noise compatibility program is February 7, 1995.

FOR FURTHER INFORMATION CONTACT: Mike Nicely, DOT/FAA, Texas Airport Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0653, (817) 222-5606. 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 Fort Worth Meacham Airport, effective February 7, 1995.

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 non-compatible land uses and prevention of additional non-compatible

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 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 non-compatible land uses around the airport and preventing the introduction of additional non-compatible 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 Federal Aviation Administration, Texas Airport Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0650.

The city of Fort Worth submitted to the FAA on August 4, 1994, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from November 1991 through July 1994. The Fort Worth Meacham Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on August 11, 1994. Notice of this determination was published in the **Federal Register** on August 18, 1994.

The Fort Worth Meacham 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 beyond the year 1998. 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 August 11, 1994, 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 twelve 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 Part 150 have been satisfied. The overall program, therefore, was approved by the Administrator effective February 7, 1995.

Outright approval was granted for nearly all of the specific program elements.

The following program element was partially approved:

a. Aircraft maintenance runup procedures.

Development of a run-up pad and encouraging its use are *approved*. Designation of engine run-up locations is within the discretion of the airport operator and may be added to the airport rules and regulations and instituted at any time provided that they do not limit Stage 2 or Stage 3 operations so as to qualify as an airport noise and access restriction or create an

undue burden on interstate commerce. Promotion of the continued use of the City Ordinance restricting run-ups between 12 midnight and 6:00 a.m. is *disapproved* pending receipt of additional information regarding the City Ordinance, the airport rules and regulations, and the potential effects on air transportation. Engine run-up restrictions that limit the total number or hours of Stage 2 or Stage 3 operations would require compliance with 14 CFR 161.

The following program elements on and off the airport were fully approved:

- a. Voluntary use of noise abatement departure and arrival procedures for aircraft weighting over 12,500 pounds;
- b. Noise barriers and acoustical shielding;
- c. Rezone properties immediately adjacent to airport property;
- d. Revise land use plan for noise compatibility and community revitalization;
- e. Purchase noise sensitive sites—fee simple.
- f. Where fee simple acquisition cannot be achieved, obtain aviation easement and where feasible, soundproofing existing eligible structures within the 65 DNL;
- g. Enact noise disclosure regulations to inform prospective buyers of potential noise exposure;
- h. Assign a noise abatement officer for noise program management for all three city of Fort Worth airports;
- i. Continue public involvement program;
- j. Implement a periodic noise monitoring program; and
- k. Conduct noise review and update as required.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on February 7, 1995. 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 Fort Worth Department of Aviation Offices.

Issued in Fort Worth, Texas on February 20, 1995.

Otis T. Welch,

Manager, Texas Airport Development Office.

[FR Doc. 95-5420 Filed 3-3-95; 8:45 am]

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Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public that a meeting of

the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held from April 10 through April 13, 1995, from 9 a.m. to 5 p.m. each day.

ADDRESSES: The meeting will be held April 10-12 in the MacCracken Room, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, and on April 13 at the Air Transport Association of America, 1301 Pennsylvania Avenue, NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. W. Frank Price, Executive Director, ATPAC, Air Traffic Rules and Procedures, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3725.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the ATPAC to be held from April 10 through April 12, 1995, at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, and on April 13 at the Air Transport Association of America, 1301 Pennsylvania Avenue, NW., Washington, DC.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than April 7, 1995. The next quarterly meeting of the FAA ATPAC is planned to be held from July 10-13, 1995, in Denver, CO.

Any member of the public may present a written statement to the

Committee at any time at the address given above.

Issued in Washington, DC on February 27, 1995.

W. Frank Price,

Executive Director, Air Traffic Procedures Advisory Committee.

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Aviation Rulemaking Advisory Committee Meeting on Air Traffic Issues

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 FAA's Aviation Rulemaking Advisory Committee on air traffic issues.

DATES: The meeting will be held on March 24, 1995, at 9 a.m.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Ave., NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Reginald C. Matthews, Air Traffic Rules and Procedures Service, Federal Aviation Administration, telephone: 202-267-8783.

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 on air traffic issues to be held at 1 p.m. on Friday, March 24, 1995, in Rooms 5A at the Federal Aviation Administration, 800 Independence Ave., Washington, DC. The agenda for this meeting will include briefings on:

- Assignment of new task on special visual flight rules operations;
- Mode S Study; and
- Status of the Unmanned Air Vehicle Working Group.

Attendance is open to the interested public but will be limited to the space available. The public may present written statements to the committee at any time by providing 30 copies to the Assistant Executive Director, or by bringing the copies to him at the meeting. 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**.