

below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: 50153.

Date filed: February 24, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: March 24, 1995.

Description: Application of Horizon Air Industries, Inc. d/b/a Horizon Air, pursuant to 49 U.S.C. 41108 and Subpart Q of the Regulations, applies for a Certificate of Public Convenience and Necessity authorizing service between Seattle, Washington, and Calgary, Alberta, Canada.

Docket Number: 50156.

Date filed: February 24, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: March 24, 1995.

Description: Application of Executive Airlines, Inc., Flagship Airlines, Inc., Simmons Airlines, Inc. and Wings West Airlines, Inc. (d/b/a American Eagle), pursuant to 49 U.S.C. 41108 and Subpart Q of the Regulations, requests amendment of their certificate of public and convenience for Route 537, to authorize foreign air transportation of persons, property, and mail between the United States and additional points in the Caribbean.

Docket Number: 50157.

Date filed: February 24, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: March 24, 1995.

Description: Application of American Airlines, Inc., pursuant to 49 U.S.C. 41108, and Subpart Q of the Regulations, applies for a certificate of public convenience and necessity authorizing scheduled foreign air transportation of persons, property, and mail between any point in the United States and any point in Canada, subject to a condition that service to Vancouver and Montreal must be separately authorized for a period of two years, and service to Toronto must be separately authorized for a period of three years, consistent with the phase-in provisions for those three cities in the United States-Canada Air Transport Agreement signed on February 24, 1995.

Myrna F. Adams,

Acting Chief, Documentary Services Division.

[FR Doc. 95-5428 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 95-005]

Area To Be Avoided Off the Washington Coast

AGENCY: Coast Guard, DOT.

ACTION: Extension of comment period.

SUMMARY: In response to several requests, the Coast Guard is extending the comment period for written comments on whether the applicability of the area to be avoided (ATBA) off the Washington Coast should be expanded to include vessels and barges other than those carrying cargoes of oil or hazardous materials.

DATES: Written comments must be received not later than April 17, 1995. Copies of a written transcript from the February 23, 1995, public meeting will be available for inspection and copying after March 15, 1995 at the addresses indicated in the **ADDRESSES** section which follows.

ADDRESSES: Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard, 2100 Second Street SW, Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments will become part of this docket and will be available for inspection or copying at room 3406, Coast Guard Headquarters, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

In addition, the written transcript of the February 23, 1995, public meeting will be available for inspection and copying at the Thirteenth Coast Guard District, 915 Second Avenue, Room 3410, Seattle, WA 98174 and at the Olympic Coast National Marine Sanctuary, 138 W. First Street, Port Angeles, WA 98362-2600, from 7:30 a.m. to 4 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Ms. Margie G. Hegy, Project Manager, Vessel Traffic Services Division, phone (202) 267-0415. This telephone is equipped to take messages on a 24-hour basis.

SUPPLEMENTARY INFORMATION: The ATBA was adopted by the Maritime Safety Committee of the International Maritime Organization on December 7, 1994, and goes into effect on June 7, 1995. It is recommended that all vessels, including barges, carrying oil or cargoes classified by the United States as hazardous materials (e.g., chemicals) avoid the ATBA.

A meeting to obtain public comment on whether the ATBA off the Washington Coast should be applicable

to other categories of vessels was announced in the **Federal Register** on January 27, 1995 (60 FR 5454). The purpose of the meeting, as stated in the meeting notice, was to obtain information to assist the Coast Guard in determining whether there is a need to expand the applicability of the ATBA.

Commenters were asked to respond to ten specific questions, and present any other information. However, the Coast Guard did not propose any specific changes in the area or the applicability. The meeting was held on February 23, 1995, and 17 individuals made oral presentations.

The Coast Guard has received several requests to extend the comment period for submitting written comments beyond the current March 3, 1995 deadline. The additional time will result in a more comprehensive review of the issue and more detailed information for Coast Guard consideration. As the Coast Guard is interested in substantiated comments and giving all concerned parties the opportunity to present information, the comment period is extended until April 17, 1995.

Dated: February 28, 1995.

G.A. Penington,

Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation, Safety and Waterway Services.

[FR Doc. 95-5388 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

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

AGENCY: Federal Aviation Administration.

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 Alliance Airport noise compatibility program. All of the recommendations of the 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 Alliance 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 Alliance 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, § 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 Alliance 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 Alliance 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 eleven 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 all of the specific program elements. The following is a listing of the approved actions on and off the airport:

- a. Maintain the existing flight track configuration and utilization;
- b. Request pilots of airline aircraft to adhere to FAA noise abatement departure procedures;
- c. Establish noise overlay zoning district for the airport vicinity as an amendment to the existing airport development zone ordinance;
- d. Revise land use plan for noise compatibility;
- 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 65DNL;
- 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. 95-5422 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M