

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 the 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 FAA Detroit Airports District Office in Belleville, Michigan.

Bishop International Airport Authority submitted noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study (conducted from August 1988 through September 1993) to the FAA. The Bishop International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on March 1, 1993. Notice of this determination was published in the **Federal Register** on March 15, 1993.

The Bishop International 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 to the year 1999. 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 January 26, 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 would have been deemed to be an approval of such program.

The submitted program contained seven (7) proposed actions for noise mitigation. 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 Assistant Administrator for Airports effective July 25, 1994.

Outright approval was granted for all of the specific program elements with the exception of Item 1b, Development of SIDS and STARS (Standard Instrument Departure and Standard Arrival Procedures), which was disapproved pending submittal of additional information.

The approved items are:

#### *Noise Abatement Procedures*

- 1a. Voluntary Noise Abatement Procedures
2. Monitoring and Review of the Noise Exposure Maps/Noise Compatibility Plan Status

#### *Land Use Measures*

1. Land Acquisition and Relocation of Noise Impacted Mobile Homes
2. Easement Acquisition
3. Soundproofing and/or Climate Control for Locally Determined Qualified Compatible Residences
4. Airport Zoning/Overlay District
5. Real Estate Disclosure

These determinations are set forth in detail in a Record of Approval endorsed by the Assistant Administrator for Airports on July 25, 1994. The Record of Approval, as well as other evaluation materials and documents which comprised the submittal to the FAA, are available for review at the following locations:

Federal Aviation Administration,  
Detroit Airports District Office,  
Willow Run Airport, East, 8820 Beck  
Road, Belleville, Michigan 48111  
Bishop International Airport Authority,  
Bishop International Airport, G-3425  
W. Bristol Road, Flint, Michigan  
48507-3183

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

Issued in Belleville, Michigan, May 11, 1995.

**Jack D. Roemer,**

*Acting Manager, Detroit Airports District Office, Great Lakes Region.*

[FR Doc. 95-12900 Filed 5-24-95; 8:45 am]

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#### **Receipt of Revision to Noise Compatibility Program and Request for Review, Louisville International Airport, Louisville, KY**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed revision to the noise compatibility program that was submitted by the Regional Airport Authority of Louisville and Jefferson County (RAA) 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. The existing noise compatibility program was approved April 8, 1994. The proposed revision to the noise compatibility program will be approved or disapproved on or before November 13, 1995.

**DATES:** The effective date of the FAA's review of the revision to the noise compatibility program is May 17, 1995. The public comment period ends July 16, 1995.

**FOR FURTHER INFORMATION CONTACT:** Cynthia K. Wills, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301; 901-544-3495. Comments on the proposed revision to the noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed revision to the noise compatibility program for Louisville International Airport which will be approved or disapproved on or before November 13, 1995. This notice also announces the availability of this program for public review and comment.

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 proposed for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the proposed revision to the noise compatibility program for Louisville International Airport, effective May 1, 1995. It was requested that the FAA review this material and that the noise mitigation measure proposed by the airport be approved as a revision to the noise compatibility program under Section 104(b) of the Act. 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, limited by law to a maximum of 180 days will be completed on or before November 13, 1995.

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 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 compatibility program, and the proposed revisions to the noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591  
 Federal Aviation Administration, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131  
 Administrative Office, Regional Airport Authority of Louisville and Jefferson County, Louisville International Airport, Louisville, Kentucky 40209

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

Issued in Memphis, Tennessee, May 17, 1995.

**LaVerne F. Reid,**

*Manager, Memphis Airports District Office.*  
 [FR Doc. 95-12903 Filed 5-24-95; 8:45 am]

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### **Intent To Prepare an Environmental Impact Statement and to Conduct Second Phase Scoping on Airport Alternatives to Accommodate the Long-term Air Transportation Needs of the Minneapolis-St. Paul Region, MN**

**AGENCY:** Federal Aviation Administration, Department of Transportation.

**ACTION:** Notice of intent to prepare an Environmental Impact Statement and to conduct second phase public scoping.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an

Environmental Impact Statement (EIS) will be prepared on the potential effects of alternatives to accommodate the long-term air transportation needs of the Minneapolis-St. Paul region, including a new major airport site and a comprehensive plan for expansion and improvements to the existing Minneapolis-St. Paul International Airport. To ensure that all significant issues related to the proposed action are identified, the FAA is soliciting information and comments from the public concerning this project and is advising Federal, State and local agencies and the public of the scoping process and scheduled meetings that will be conducted as part of this process.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Glen Orcutt, Airports District Office, Federal Aviation Administration, 6020—28th Avenue South, Room 102, Minneapolis, Minnesota 55450-2706 (612) 725-4221.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to prepare an EIS on the potential consequences and possible alternatives of a new major airport site selection that would allow construction of a replacement airport for the Minneapolis-St. Paul region, a comprehensive plan for the expansion at the existing Minneapolis-St. Paul International Airport, other reasonable alternatives and the no action alternative. A First Phase Scoping Report describing the Dual Track Planning Process was prepared and made available for public and agency review on March 30, 1992. Three public meetings were held in April 1992 for public and agency comment. Responses to substantive comments were published in March 1993.

A Second Phase Scoping Document has been prepared by the Metropolitan Airports Commission (MAC), a cooperating agency in the environmental process. This Scoping Document will be circulated to Federal, State and local agencies and will be available to the public for their review and comment. The Second Phase Scoping Document describes the results of the Dual Track Planning process which was described in the First Phase Scoping Report. A state and federal Environmental Impact Statement for the Dual Track Planning is being prepared by the MAC and the FAA, respectively. The EIS will compare all reasonable alternatives required to meet the Minneapolis-St. Paul region year 2020 aviation demand, disclose their environmental consequences and ensure that mitigating measures are considered

to minimize adverse environmental effects.

To ensure a full cooperative effort, the FAA as lead agency on the federal EIS, recognizes the magnitude of this proposal and extends an invitation to affected Federal, State and local agencies to participate as a cooperating agency on this project. In accepting the duties and role of a cooperating agency, the agency shall participate in the NEPA process at the earliest point, shall participate in the scoping process, shall assist in preparing those portions of the EIS in which it has the greatest technical expertise and shall make available staff support to enhance interdisciplinary capability. Agencies interested in participating as a cooperating agency are requested to respond to the FAA at the address listed at the beginning of this notice.

The environmental review of the project will be conducted in accordance with the requirements of the National Environmental Policy Act of 1969, as amendment (42 U.S.C. 4371, *et seq.*), CEQ regulations (40 CFR 1500-1508), FAA Orders 5050.4A and 1050.1D and all applicable Federal and State regulations and local ordinances.

**PUBLIC SCOPING:** A scoping meeting will be conducted on June 27, 1995, at the Metropolitan Airports Commission General Offices, 6040—28th Avenue South, Minneapolis, Minnesota, beginning at 2:00 p.m. for Federal, State and local agencies. Scoping meetings for the public will be held on June 26, 1995, at the Metropolitan Airports Commission General Offices 6040—28th Avenue South, Minneapolis, Minnesota, beginning at 7:00 p.m. and again at 7:00 p.m. on June 27, 1995, at the Hastings Middle School Auditorium, 9th and Vermillion Streets, Hastings, Minnesota to allow for public input. Agencies and the public will be notified of subsequent meetings as they are scheduled. Written comments will be accepted until July 5, 1995, and may be directed to the FAA at the following address: Federal Aviation Administration, Airports District Office, MSP-ADO-600, 6020—28th Avenue South, Room 102, Minneapolis, Minnesota 55450-2706.

Issued in Des Plaines, Illinois, on May 18, 1995.

**Benito De Leon,**

*Manager, Planning/Programming Branch, Airports Division, FAA, Great Lakes Region.*  
 [FR Doc. 95-12901 Filed 5-24-95; 8:45 am]

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