

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

implementation 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 under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

The San Diego Unified Port District submitted to the FAA on November 7, 1986 and December 11, 1987, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September 1985 through September 1989. The San Diego International Airport-Lindbergh Field noise exposure maps were determined by FAA to be in compliance with applicable requirements on January 30, 1989. Notice of this determination was published in the **Federal Register** on March 30, 1989.

The San Diego International Airport-Lindbergh Field study contained 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 1990. 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 December 5, 1990 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 an approval of such program. The Noise Compatibility Program was approved by the FAA on June 5, 1991. On February 10, 1995, the FAA began its review of the Revision to the approved program and was required by a provision of the Act to approve or disapprove the program within 180-day (other than the use of new flight procedures for noise control).

The submitted revision to the program contained one proposed action for

installation of sound insulation of four (4) public schools one (1) private school inside the 65 dB CNEL contour. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The revision to the program was approved by the Assistant Administrator for Airports effective May 12, 1995.

Outright approval was granted for one (1) new noise program measure for installation of sound insulation of four (4) public schools and one (1) private school inside the 65 dB CNEL contour.

This determination is set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on May 11, 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 administrative offices of the San Diego Unified Port District, San Diego, California.

Issued in Hawthorne, California on May 17, 1995.

Robert C. Bloom,

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

[FR Doc. 95-13404 Filed 5-31-95; 8:45 am]

BILLING CODE 4910-13-M

Air Traffic Control Tower; Grand Prairie, TX

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Notice of Commissioning.

SUMMARY: Notice is hereby given that on or about June 1, 1995, the airport traffic control tower at Grand Prairie Municipal Airport, Grand Prairie, Texas, will be commissioned. Hours of operation for the tower will be published in the Airport/Facility Directory. The designated facility identification for the airport control tower will be: Grand Prairie Tower.

Communications with the tower should be directed to:

Midwest ATC, 3102 S. Great Southwest Parkway, P.O. Box 53405, Grand Prairie, TX 75053-4045.

Authority: 49 U.S.C. app. 1348, 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

Issued in Fort Worth, Texas, on May 8, 1995.

Clyde DeHart, Jr.,

Regional Administrator, Southwest Region.

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Federal Highway Administration

Environmental Impact Statement: Virginia Counties of Spotsylvania and Stafford and the City of Fredericksburg

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared to investigate transportation alternatives for a proposal transportation corridor between the Virginia Counties of Spotsylvania and Stafford.

FOR FURTHER INFORMATION CONTACT: Mr. Bruce J. Turner, Transportation Planner, Federal Highway Administration, The Dale Building, Suite 205, 1504 Santa Rosa Road, Richmond, Virginia 23229, Telephone: (804) 281-5111.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Virginia Department of Transportation, will prepare an environmental impact statement (EIS) for various alternatives develop to alleviate congestion and provide a transportation corridor west of the City of Fredericksburg on new location from Route 3 in Spotsylvania County to Route 1 in Stafford County and to relieve traffic congestion on existing Routes 3 and 17. The proposed corridor consists of a multi-lane, controlled access roadway and would include a new bridge across the Rappahannock River. The project is estimated to be approximately 14 miles in length. A major metropolitan transportation investment study will be completed in accordance with 23 CFR 450 Subpart C.

Possible alternative to be considered will likely include multi-modal transportation alternatives, the improvement of existing facilities, and new construction. The no-build alternative will be considered throughout the study.

Letter describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this study. A series of public meetings will be held within the study area beginning in the summer of 1995. Additional public outreach will occur through the issuance of project newsletters and the establishment of a study hotline which can be called at no cost within the Commonwealth of Virginia. The toll-free hotline number is 1 (800) 862-1386. The draft EIS will be available for public and agency review