

Date: June 2, 1995.

Stephen R. Gibson,

*Coordinator, U.S.-Mexico Border Affairs,
Office of Mexican Affairs.*

[FR Doc. 95-14000 Filed 6-7-95; 8:45 am]

BILLING CODE 4710-29-P

[Public Notice 2218]

**New International Railroad Bridge,
Laredo, Texas: Finding of No
Significant Impact**

SUMMARY: The Department of State is issuing a finding of no significant impact on the environment for the new international railroad bridge project sponsored by the Union Pacific Railroad/Missouri Pacific Railroad Company. A draft environmental assessment of the proposed Laredo international railroad bridge project was prepared by HDR Engineering, Inc. of Omaha, Nebraska for the Presidential Permit applicant, Union Pacific Railroad/Missouri Pacific Railroad Company (Union Pacific Railroad Company), under the guidance and supervision of the Department of State. A Public Notice regarding the availability for inspection of the Union Pacific Railroad Company's Permit application and the draft environmental assessment was published in the **Federal Register** on April 7, 1994, at 59 FR 16682. No comments were received from the public.

Over 20 federal and state agencies reviewed the draft environmental assessment. All comments received from these agencies were responded to, either by expanding the analysis contained in the draft environmental assessment or by proposing mitigation measures, as appropriate. Additionally, the Permit applicant corresponded and met with several agencies to discuss ways of meeting their concerns and, where appropriate, to discuss mitigation measures. The outcome of this dialogue was recorded in correspondence. Agencies participating in this process were the Immigration and Naturalization Service, Customs Service, Food and Drug Administration, Animal and Plant Health Inspection Service, General Services Administration, International Boundary and Water Commission—U.S. Section, Department of Defense, Department of Transportation, Coast Guard, Federal Highway Administration, Federal Railroad Administration, Interstate Commerce Commission, Federal Emergency Management Agency, Department of the Interior, Department of Commerce, Environmental Protection Agency, Department of State, and the

appropriate Texas State agencies—Parks and Wildlife Department, Department of Transportation, Historical Commission, Railroad Commission, South Texas Development Council and Natural Resource Conservation Commission. The draft environmental assessment, the comments submitted by the agencies, the response to these comments, and all correspondence between the agencies and the Permit applicant addressing the agencies' concerns, together, constitute the final environmental assessment.

Based on the final environmental assessment and information developed during the review of the Company's application and of the draft environmental assessment, the Department has concluded that issuance of the Permit will not have a significant impact on the quality of the human environment within the United States. In accordance with Council on Environmental Quality Regulations, 40 CFR 1501.4 and 1508.13, and with State Department Regulations, 22 CFR 161.8(c), an environmental impact statement will therefore not be prepared.

A Finding of No Significant Impact was adopted on May 5, 1995.

ADDRESSES: Copies of the Finding of No Significant Impact may be obtained from Stephen R. Gibson, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, Room 4258, Department of State, Washington, DC 20520 (Telephone 202-647-8529).

SUPPLEMENTARY INFORMATION: The Department of State is charged with issuance of Presidential Permits for the construction of international bridges under the International Bridge Act of 1972, 86 Stat. 731; 33 U.S.C. 535 *et seq.*, and Executive Order 11423, 33 FR 11741 (1968), as amended by Executive Order 12847 of May 17, 1993, 58 FR 29511 (1993).

Union Pacific Railroad Company, Texas, requested from the Department of State a Permit to build a new railroad bridge between Laredo, Texas, and Nuevo Laredo, Tamaulipas, Mexico, a project which will include the construction of rail lines in both countries to connect the new bridge to existing mainline tracks. The proposed railroad bridge will be located 6.5 miles northwest of the existing international railroad bridge crossing at Laredo, at about mile 367.97 on the Rio Grande. The work involves the construction of approximately 1.7 miles of new track on the United States side; the construction of a 1,169-foot bridge spanning the Rio Grande and the border; and the construction of 8.95 miles of new track

in Mexico. It is expected that the new rail bridge will:

- Eliminate about 90 percent of Union Pacific rail traffic from downtown Laredo;
- Reduce inconvenience to the public due to blocked crossings; and
- Allow for anticipated future rail traffic growth generated by the North American Free Trade Agreement (NAFTA).

Earthwork and grading for the project will be designed and constructed to permit the operation of a double mainline track. However, the second mainline will be constructed in the future as demand increases. The proposed rail corridor will be between 200 and 400 feet wide, with the additional width required for construction of the curved transition into the existing tracks.

The corridor will traverse undeveloped land and will not require purchase or relocation of any homes or businesses.

Dated: June 2, 1995.

Stephen R. Gibson,

*Coordinator, U.S.-Mexico Border Affairs,
Office of Mexican Affairs.*

[FR Doc. 95-13999 Filed 6-7-95; 8:45 am]

BILLING CODE 4710-29-P

[Public Notice 2221]

**Overseas Schools Advisory Council;
Notice of Re-Scheduling of Meeting**

The Annual Meeting of the Overseas Schools Advisory Council of the Department of State has been re-scheduled for Thursday, July 20, 1995 in room 6320, Department of State, 2201 C Street NW., Washington, D.C. at 9:30 a.m. For details of the meeting please refer to the announcement which appeared in the Federal Register, Public Notice 2185, published on Thursday, April 6, 1995, Volume 60, Number 66.

If you need further information, please contact the office of Dr. Ernest N. Mannino, Department of State, Office of Overseas Schools, SA-29, Room 245, Washington, D.C. 20522-2902, telephone 703-875-7800.

Dated: June 5, 1995.

Ernest N. Mannino,

*Executive Secretary, Overseas Schools
Advisory Council.*

[FR Doc. 95-14092 Filed 6-7-95; 8:45 am]

BILLING CODE 4710-24-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Approval of Noise Compatibility Program; Palm Beach International Airport, West Palm Beach, Florida**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Palm Beach County 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 February 1, 1993, the FAA determined that the noise exposure maps submitted by Palm Beach County under Part 150 were in compliance with applicable requirements. On November 18, 1994, the FAA determined that the revised future noise exposure map was in compliance with applicable requirements. On May 17, 1995, the Administrator approved the Palm Beach International Airport noise compatibility program. Twenty-four (24) recommendations of the program were approved and one (1) recommendation was partially approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Palm Beach International Airport noise compatibility program is May 17, 1995.

FOR FURTHER INFORMATION CONTACT: Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-3596, (407) 648-6583. 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 the Palm Beach International Airport, effective May 17, 1995.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act (ASNA) 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 noncompatible land uses and prevention of additional

noncompatible 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 measure 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 noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types of classes of aeronautical users, 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 FAA Airports District Office in Orlando, Florida.

Palm Beach County submitted to the FAA on January 29, 1993, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from March 21, 1991, through October 4, 1994. The Palm Beach International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on February 1, 1993. A revised future noise exposure map was submitted to the FAA on October 6, 1994. The revised future noise exposure map was determined by FAA to be in compliance with applicable requirements on November 18, 1994. Notice of these determinations was published in the **Federal Register**.

The Palm Beach 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 1998. It was requested that 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 November 19, 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 approval of such program.

The submitted program contained twenty-five (25) 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 May 17, 1995.

Outright approval was granted for twenty-four (24) of the specific program elements. One (1) program element for local environmental review was partially approved. Measures pertaining to FAR Part 77 height criteria associated with Part 77 height/hazard zoning was disapproved. The approval action was for the following program elements:

Measure and description	NCP pages
<p>Operational Elements:</p> <ol style="list-style-type: none"> 1. Noise Abatement Flight Paths for Turbojet Aircraft. Runways 27R, 13 and 31: Eliminate multiple noise abatement flight paths from these runways. All departing aircraft shall be assigned runway heading or corresponding wind correlated heading, regardless of Part 36 Stage. Runway 9L: Continue the use of multiple departure flight paths but eliminate the north turn departure track (075 heading) at the point in time at which the elimination of the northern track would not increase the cumulative noise level at any residential noise-sensitive area within the 65 dB DNL contour by 1.5 dB or greater. After the north departure path is eliminated, all aircraft shall be assigned runway heading, or corresponding wind corrected heading regardless of Part 36 Stage. The flight track improvements reduce the population within the [DNL 65 dB] noise contours by approximately 13%, from 9,889 to 8,636. FAA Action: Approved as a voluntary measure, wind weather and traffic permitting. The airport operator intends to prepare annual DNL contours (Measure 17, below), which will assist in carrying out the recommendations for Runway 9L. In response to the FAA's notice about the PBIA Part 150 NCP, the FAA received 59 comments, 54 of which were from residents of communities east of the airport (Runway 9 end) and supported continuation of multiple flight tracks. The NCP and a February 15, 1995, letter from the airport sponsor indicate that the Part 150 Technical Advisory Committee (TAC) carefully considered the alternative of continued use of multiple flight tracks. The TAC included, among others, voting representatives from the Town of Haverhill, the City of West Palm Beach, the Town of Palm Beach, the Citizens Committee on Aircraft Noise, the Old El Cid Noise Reduction Committee, and counsel for the residents who sued the airport in 1989. The alternative selected was considered a compromise because only some neighborhoods to the east supported continuation or increase of fanning, while the City of West Palm Beach Commission, by Resolution, and the majority within West Palm Beach supported total elimination of fanning. The majority of the population within the five-year DNL 65 dB contour reside in West Palm Beach. 2. Preferential Runway Use Program. Corporate jet departures will be assigned Runway 31 when in the west flow. During the hours of 10 p.m. to 10 a.m. (off peak), Runway 27R will be the preferred runway, when safety and weather permit; it also will be the preferred calm wind runway during this period. During the hours of 10 a.m. to 10 p.m. (peak traffic period), runway 9L will be the preferred and designated calm wind runway. FAA Action: Approved as a voluntary measure. 3. Noise Abatement Departure Procedures. The Department of Airports (DOA) is in the process of analyzing the two Noise Abatement Departure Procedures (NADP) alternatives from the revised AC 91-53A. Based on the results of that analysis, the DOA will work with the Citizen's Committee on Aircraft Noise (CCAN) to select a procedure (or procedures, if the FAA permits) for implementation at the airport. The DOA will provide test results and final recommendations to the FAA at the earliest possible date, including an evaluation of any effect on the Noise Exposure Maps (NEM). FAA Action: Approved as a voluntary measure. Analysis of NADP alternatives for air carriers greater than 75,000 pounds (mgtw) is approved FOR STUDY ONLY. The airport operator may submit supplemental information, including the noise benefits, upon completion of its study and may request approval under Part 150 of specific departure procedure(s) to be used for large aircraft. 4. Maintenance Runup Procedures. No procedural changes are necessary for maintenance runups except that a revised runup request form should be implemented for better record-keeping. FAA Action: Approved. 	<p>NCP, pages 31-34, Tables 2.2 (page 15) and 3.2 (page 61); PBIA Noise Abatement Bulletin.</p> <p>NCP, pages 35-36, Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin; Appendix Volume, Table 1, TAC Meeting #9, page 4.</p> <p>NCP, pages 36-38, and Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin, FAA Advisory Circular 91-53A, and letters dated 1/12/95 and 3/14/95 from PBIA.</p> <p>NCP, pages 38-39, Figures 2.4, and Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin; Appendix Volume, Section 1 of Appendix A.2, Section 2.7 of Appendix I.2.</p>
<p>Land Use Elements: A combination of strategies in areas within the five year forecast 65 dB LDN contours and neighboring "buffer zones" for implementation were identified as being the most appropriate for inclusion in the revised NCP.</p> <ol style="list-style-type: none"> 5. Sound Insulation. The ongoing program proposed for the revised NCP will have three main phases: Development of sound insulation program; validation of the sound insulation; and procedures for program implementation. Modifications may be made based on the technical assistance of the demonstration program. Any modifications will be based on DOT/FAA/PP-92-5 "Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations." After the DOA assesses the success of the demonstration program and the potential for the development of a large-scale sound insulation program, prospective participants will be notified. The DOA will follow FAA guidelines by encouraging and possibly requiring participating homeowners to grant an aviation easement in exchange for sound insulation modifications. The DOA will enter into a Homeowner Participation Agreement with interested residents and implement the program as funding becomes available. Four non-residential noise sensitive sites within the revised 5-year NEM will also be offered the opportunity to participate. The same guidelines will apply to these non-residential sites. FAA Action: Approved. 6. Easement Acquisition. The previous Noise Abatement and Mitigation Study (NAMS) recommended the use of aviation easements as a remedial land use strategy. The DOA has, on an on-going basis, acquired aviation easements. However, the easement acquisitions have not been part of a formal program. As a recommended measure of the revised NCP, the easement acquisition program will be implemented on a formal basis. Similar to the sound insulation program, the DOA will enter into an easement acquisition agreement and implement the program as funding becomes available. FAA Action: Approved. 	<p>NCP, pages 41 and 42, Tables 2.2 and 3.1; and Appendix J.2.</p> <p>NCP, page 42, Figure 2.5, and Tables 2.2 and 3.1.</p>

Measure and description	NCP pages
7. Transaction Assistance. Transaction assistance was recommended in the previous NCP; however, this measure was never implemented. The measure relates to assurances by the DOA that a homeowner, within the noise exposure area, will receive assistance in the sale of affected structures. In exchange, the homeowner would grant to the DOA an avigation easement. The form of the assistance will be agreed to by the homeowner and the DOA and will be determined for specific structures on an individual basis. Homeowners' participation is voluntary. The DOA will publicize this program and contact homeowners who may be eligible for participation. FAA Action: Approved. This measure is subject to an evaluation at the time of implementation with respect to Airport Improvement Program (AIP) eligibility because some elements of the proposed transaction assistance program may be ineligible for Federal funding.	NCP, page 42, Figure 2.6, and Tables 2.2 and 3.1.
8. Land Acquisition and Relocation. The three previously described remedial land use measures (sound insulation, easement acquisition, and transaction assistance) are the primary remedial measures. If an individual or group of property/home owner(s) and the DOA determine that the implementation of any of the previous remedial measures are inadequate, then land acquisition and relocation will be considered. The DOA will follow all FAA noise land grant provisions for the purchase and disposal of property purchased under this program. FAA Action: Approved.	NCP, pages 45–46, and Tables 2.2 and 3.1.
9. Comprehensive Planning: Local comprehensive plans presently reflect other impacts. Aircraft noise should also be considered. It is recommended that local governments be strongly encouraged to amend their plans through plan amendments. In order to implement this measure successfully, the DOA will coordinate with each jurisdiction as to the timing and content of plan amendments. FAA Action: Approved.	NCP, page 47, and Tables 2.2 and 3.1.
10. Zoning. The previous noise study recommended zoning be addressed through the land development regulations. Draft text amendments have been developed which address the conversion of incompatibility zoned land to compatibly zoned. The DOA is working with the Palm Beach County Planning, Building, and Zoning Departments on strengthening the ordinance. It is a recommendation that the ordinance include: specific reference to the NEMs and the affected areas (including references to the current annual maps within the body of the ordinance), a change in the use regulation table to include a noise/land use compatibility determination, specific prohibition on zoning approval for noise sensitive sites within the designated noise affected areas. FAA Action: Approved.	NCP, page 47, Appendix J.2, and Tables 2.2 and 3.1.
11. Local Environmental Review. A formal local environmental review program should be established, with thresholds or mechanisms to trigger a local environmental review of proposed development if it lies within the environs surrounding PBIA. The following measures are recommended: designation of a governmental/airport liaison staff position to address, among other issues, airport/community development issues; environmental review of new development shall include zoning review, building structure and content, height review using FAR Part 77 criteria and local land use regulations, noise/land use compatibility based on FAR Part 150 guidelines and, when approved, the Palm Beach County airport land use compatibility zoning ordinance; and formal coordination meetings between the liaison and other local government staff be held on a monthly basis. FAA Action: Approved except for measures pertaining to FAR Part 77 height criteria, which is disapproved for purposes of Part 150. Part 77 height/hazard zoning is not a noise mitigation measure and is not approvable under Part 150. The airport operator is encouraged to incorporate Part 77 into its overall environmental review process.	NCP, pages 48 and Tables 2.2 and 3.1.
12. Real Estate Disclosure. This measure involves disclosure to a potential property/homeowner of a property's location relative to noise exposure contours of PBIA. A real estate disclosure program addressing the following is recommended: Make the revised NEMs and NCP matters of public record; update the public record of the NEMs and NCP annually; provide all officially listed realtors in Palm Beach County with information detailing noise contours every six months; and include a noise notice in the public record and real estate information. Guidelines of the Florida DOT and Real Estate Code, agents are obligated to inform prospective buyers of any known or potential issues of which they are aware. The burden of notification is shifted from the DOA to the real estate agents. FAA Action: Approved.	NCP, pages 48–49 and Tables 2.2 and 3.1.
13. Building Code Revision. This measure references the revision of the local building codes (Southern Standard) to require that proper noise insulating materials are used in new construction or re-development. This measure was recommended in the original NCP and is included as a recommendation of the Revised NCP. The April 1987 PBIA Noise Abatement and Mitigation Study (NAMS) provided detailed information on how the codes should be revised, in section 5 of the document. The information contained in that report is still valid and is reprinted in Appendix J.2. DOT/FAA document PP-92-5, "Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations" will be made available at all local government building departments. FAA Action: Approved.	NCP, page 49, Tables 2.2 and 3.1, Appendix J.2.
14. Easement Acquisition—Undeveloped Land. This measure involves acquisition of avigation easements for undeveloped parcels within and in close proximity to the DNL 65 and DNL 70 noise contours as added protection from noncompatible future development. The DOA, through local government/airport liaison, will identify all undeveloped parcels. Based on the level of success of the other preventive measures, for those parcels that may still be zoned to allow incompatible development, the DOA will contact the property owners regarding the acquisition of an avigation easement from the undeveloped parcel's property rights. FAA Action: Approved. The airport operator intends to purchase an easement to prevent noncompatible development.	NCP, page 49, Figure 2.5, and Tables 2.2 and 3.1.

Measure and description	NCP pages
<p>15. Land Acquisition—Undeveloped Land. In some instances, none of the recommended preventive land use strategies would prevent an undeveloped parcel from being developed incompatibly. In those instances, the DOA may consider acquiring the property. The use of the local environmental review measure [Measure 11 in this Record of Approval] will provide notification to the DOA of such instances. The implementation process will follow the same procedures as those for developed land [Measure 8 in this ROA]. FAA Action: Approved. This measure is subject to an evaluation at the time of implementation that the property is within the DNL 65 dB contour, and to a determination that the undeveloped property either has been zoned incompatibly or is in imminent danger of being developed incompatibly unless it is acquired by the airport operator.</p>	NCP, page 49, Tables 2.2 and 3.1.
Implementation, Monitoring, and Review Actions:	
<p>16. Noise and Operations Monitoring System. The DOA will acquire and install a noise and operations monitoring system to support implementation, monitoring, and review of other NCP elements. The major components of the system will be flight track monitoring, aircraft performance monitoring, noise monitoring, user interface & database management, meteorological monitoring, audio & tower radio monitoring & recording capabilities, and aircraft & flight identification components. FAA Action: Approved.</p>	NCP, page 50 and Tables 2.2 and 3.1.
<p>17. Prepare Annual L_{dn} Contours. The DOA Noise Office will continue to develop annual L_{dn} contours to meet a PBIA commitment to an ongoing annual review of the noise contours. FAA Action: Approved.</p>	NCP, page 50 and Tables 2.2 and 3.1.
<p>18. Annual Review of Magnetic Headings. It is recommended that the FAA Air Traffic Control Tower, with DOA assistance, review the magnetic headings annually and revise the departure instructions to pilots to reflect changes in the magnetic heading of the airport's runways. FAA Action: Approved.</p>	NCP, page 51 and Tables 2.2 and 3.1.
<p>19. NEM/NCP Review. At a minimum, the NCP should call for updating the NEM at the end of the five year forecast period. If traffic levels either exceed the forecast levels by 15% or drop below the current level by 15% the DOA should review the NEM. In addition, should the annual contours show a significant difference between the annual contours and the approved NEM contours, the DOA should consider more in-depth noise analysis and potential revision of the NCP and NEM. A significant change is defined as an area of non-compatible land use within the 65 dB LDN contour where the annual contour exceeds the relevant NEM contour set by 1.5 decibels or greater. When PBIA has a 100 percent Stage 3 airline fleet, it would be appropriate to review the NEM and NCP. FAA Action: Approved.</p>	NCP, page 51 and Tables 2.2 and 3.1.
<p>20. Runway 27R ILS. The DOA is moving ahead with plans to install an Instrument Landing System (ILS) on Runway 27R. This ILS will greatly improve adherence to the preferred arrival track for that runway. This measure was a recommended action of the previous NCP. FAA Action: Approved.</p>	NCP, page 51 and Tables 2.2 and 3.1.
<p>21. Program Publicity: Pilot Handout. Figure 2.8 presents a draft recommended pilot handout. The pilot handout would provide information on various noise abatement policies, including: detailed description of noise abatement flight paths; requested use of FAA AC 91-53 procedures and Teterboro noise abatement departure procedures; preferential runway use program; and ground runup procedures. The DOA will distribute the bulletin. Copies also would be posted. The "Teterboro procedure" is similar to National Business Aircraft Association's (NBAA) departure procedures for aircraft weighing less than 75,000 pounds. The airport operator has stated that: (1) this is an existing NADP that is recommended as a first preference for those pilots who are familiar with the procedure and (2) the NBAA procedure is recommended for other pilots (page 38 of the NCP) and (3) pilots groups have reviewed the procedures (Air Line Pilots Association, Aircraft Owners and Pilots Association, and NBAA) (March 14, 1995, letter from PBIA). FAA Action: Approved. The most current version of the above-referenced FAA AC is 91-53A and should be appropriately referenced. The pilot handout should reflect the voluntary nature of the flight procedures, as indicated under the appropriate sections in this ROA (Measures 1, 2, and 3).</p>	NCP, page 51, Figure 2.8, and Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin, March 14, 1995, letter from PBIA.
<p>22. Revise FAA Tower Order. Changes to the preferential runway use and multiple noise abatement departure flight track assignment elements in the PBIA Noise Compatibility Program will necessitate changes to FAA Order 8400.9. FAA Action: Approved. These procedures have been approved as voluntary measures in this ROA (Measures 2 and 3). The FAA by formal order under 49 USC 40103 would implement these measures, which would also be subject to applicable environmental requirements prior to implementation.</p>	NCP, page 54, Figure 2.9, and Tables 2.2 and 3.1.
<p>23. Program Publicity: National Publications. There are a number of nationally recognized publications that provide pilots with information on airport operating procedures. The DOA will request that these publications include appropriate summaries of the PBIA noise abatement procedures. FAA Action: Approved.</p>	NCP, page 54 and Tables 2.2 and 3.1.
<p>24. Public Participation: Ongoing Citizens Meetings. The DOA will continue to meet on a routine basis with the CCAN or a similar group to continue promotion of public participation and to review ongoing noise abatement measures and the implementation of the recommendations of this study. FAA Action: Approved.</p>	NCP, page 54 and Tables 2.2 and 3.1.
<p>25. Program Publicity: AIRWAVES Newsletter. The DOA will continue to publish newsletters at regular intervals to update residents and other interested parties of the status of PBIA's noise abatement program. FAA Action: Approved.</p>	NCP, page 54 and Tables 2.2 and 3.1.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on May 17, 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 Palm Beach County.

Issued in Orlando, Florida, on May 23, 1995.

Charles E. Blair,

Manager, Orlando Airports District Office.

[FR Doc. 95-13941 Filed 6-7-95; 8:45 am]

BILLING CODE 4910-13-M