

**DEPARTMENT OF TRANSPORTATION****Coast Guard**

[CGD-08-95-018]

**Houston/Galveston Navigation Safety Advisory Full Committee, and Navigation and Waterways Subcommittee Meetings**

AGENCY: Coast Guard, DOT.

ACTION: Notice of meetings.

**SUMMARY:** The Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC) and its two standing subcommittees will meet to discuss waterway improvements, aids to navigation, electronic chart systems, and various other navigation safety matters affecting the Houston/Galveston area. The meeting will be open to the public.

**DATES:** The Navigation Subcommittee meeting will be held from 9 a.m. to 10:30 a.m., on Thursday, September 14, 1995. The Waterways Subcommittee meeting will be held the same day from 10:30 a.m. to 12 noon. The full committee meeting will be held from 9 a.m. to approximately 1 p.m. on Thursday, September 28, 1995.

**ADDRESSES:** Both subcommittee meetings will be held at the Port of Houston Authority offices, 111 East Loop North, Houston, Texas. The full committee meeting will be held in the conference room of the Houston Pilots Office, 8150 South Loop East, Houston, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. M.M. Ledet, Recording Secretary, Commander, Eighth Coast Guard District (oan), Room 1211, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396, telephone (504) 589-4686.

**SUPPLEMENTARY INFORMATION:** Notice of these meetings is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 section 1 *et seq.* The meetings are open to the public. Members of the public may present written or oral statements at the meetings. The tentative agendas for the meetings will consist of the following items:

- (1) Fire response capabilities in the Houston/Galveston port area.
- (2) Various Coast Guard aid to navigation improvement initiatives.
- (3) Updates from the U.S. Army Corps on various waterway improvement projects.

Dated: August 2, 1995.

**R.C. North,***Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.*

[FR Doc. 95-20616 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-14-M

**Federal Aviation Administration****Approval of the Noise Compatibility Program for Palm Springs Regional Airport, Palm Springs, California**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program for the Palm Springs Regional Airport (PSP), submitted by the city of Palm Springs, California, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non federal responsibilities in Senate Report No. 96-52 (1980). On November 28, 1994, the FAA determined that the Noise Exposure Maps, submitted by the city under 14 CFR Part 150, were in compliance with applicable requirements. On July 25, 1995, the Associate Administrator for Airports approved the Noise Compatibility Program for PSP. Twenty-four (24) of the twenty-six (26) proposed noise abatement measures were approved, one (1) measure was approved in part pending submission of additional information and the other measure was deferred pending additional information.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Noise Compatibility Program for Palm Springs Regional Airport is July 25, 1995.

**FOR FURTHER INFORMATION CONTACT:** Charles B. Lieber, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007. Telephone number: (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. 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 of the Noise Compatibility Program for Palm Springs Regional Airport, effective July 25, 1995.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (herein after 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 navigable airspace and air traffic control 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 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 city of Palm Springs submitted to the FAA on March 3, 1994, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September 23, 1993 through July 18, 1995. The Palm Springs Regional Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on November 28, 1994. Notice of this determination was published in the **Federal Register** on December 16, 1994.

The Palm Springs Regional Airport study contained a proposed Noise Compatibility Program comprised of actions designed to phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 1999. It was requested that the FAA evaluated 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, 1995 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 submitted program contained twenty-six (26) 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 Associate Administrator for Airports effective July 26, 1995.

Outright approval was granted for twenty-four (24) of the twenty-six (26) specific program measures. One (1) measure approved the use of NBAA departure procedures while the use of Advisory Circular 91-53A denature procedure for air carrier aircraft was disapproved pending submission of additional information. The other

measure was deferred pending further review of flight procedures under the provisions of Section 104(b) of the aviation Safety and Noise Abatement Act of 1979 (as amended). The approved measures included such items as encourage noise abatement departure profiles by jets; encourage delayed application of taxing thrust until aligned with runway centerline; maintain continued restrictions on engine maintenance runups; continue short approaches to R/W31L by northeast arrivals; build a noise berm along the south side of Vista Chino; extend noise wall on west side of Runway 13R-31L; retain compatible land uses around the airport within the 60 CNEL; amend several parcels in the General Plan from residential to commercial or professional; adopt land use compatibility guidelines for discretionary review of projects within the 60 CNEL; rezone several existing parcels from residential to professional or commercial; amend subdivision regulations to provide for the dedication of aviation easements and filing of fair disclosure agreements for subdivisions within the airport combining zoning boundary; conduct an acoustical study of recently built homes within the 67-70 CNEL; amend building codes setting forth sound insulation standards for use within the airport combining zones; offer a sound insulation program for existing single family homes within the 65 CNEL; acquire homes and vacant lots inside future runway protection zones and within the 65 CNEL; through site plan review, encourage development of properties north and south of airport to screen adjacent homes (north) and school (south) from ground noise; maintain a complaint response system, and review and update Noise Exposure Maps and the Noise Compatibility Program as necessary.

These determinations are set forth in detail in the Record of Approval endorsed by the Associate Administrator for Airports on July 25, 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 Palm Springs Regional Airport, Palm Springs, California.

Issued in Hawthorne, California on August 4, 1995.

**Herman C. Bliss,**

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

[FR Doc. 95-20677 Filed 8-18-95; 8:45 am]

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### **Aviation Rulemaking Advisory Committee; Maintenance Issues—New Task; Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** Notice is given of a new task assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

**FOR FURTHER INFORMATION CONTACT:**

Frederick J. Leonelli, Assistant Executive Director for Air Carrier/General Aviation Maintenance Issues, Flight Standards Service (AFS-300), 800 Independence Avenue SW., Washington, DC 20591, telephone: (202) 267-3546; fax: (202) 267-5230.

**SUPPLEMENTARY INFORMATION:**

#### **Background**

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is air carrier/general aviation maintenance issues. These issues involve mechanic certification and approved training schools outlined in parts 65 and 147 and the maintenance standards for parts 23, 25, 27, 29, 31, 33, and 35 aircraft, engines, propellers, and their component parts and parallel provisions in parts 21, 43, 91, 121, 125, 127, 129, 133, 135, and 137 of the Federal Aviation Regulations, which are the responsibility of the FAA Director, Flight Standards Service.

#### **The Task**

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following task:

Recommend disposition of comments made to Notice of Proposed Rulemaking No. 94-27, which proposes to amend the Federal Aviation Regulations that prescribe the certification and training requirements for mechanics and repairmen.