

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 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, 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.*

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BILLING CODE 4910-13-M

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.

The FAA also has asked the ARAC determine if rulemaking action (e.g., final rule, withdrawal) should be taken, or advisory material should be issued. If so, ARAC has been asked to prepare the necessary documents, including economic analysis, to justify and carry out its recommendation(s).

ARAC Acceptance of Task

ARAC has accepted the task and has chosen to assign it to the existing Part 65 Working Group. The working group serves as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

Working Group Activity

The Part 65 Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider air carrier/general aviation maintenance issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work, stated in item 3 below.
3. For each task, draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations.
4. Provide a status report at each meeting of ARAC held to consider air carrier/general aviation maintenance issues.

Participation in the Working Group

The Part 65 Working Group is composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing the desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. The

request will be reviewed by the assistant chair, the assistant executive director, and the working group chair, and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public, except as authorized by section 10(d) of the Federal Aviation Committee Act. Meetings of the Part 65 Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on August 14, 1995.

Frederick J. Leonelli,

Assistant Executive Director for Air Carrier/General Aviation Maintenance Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 95-20683 Filed 8-18-95; 8:45 am]

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Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Albert J. Ellis Airport, Jacksonville, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Albert J. Ellis Airport, Jacksonville, North Carolina under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before September 20, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. D. Barrett, Director of Aviation, Albert J. Ellis Airport at the following address: Mr. D. Barrett, Director of Aviation, Albert J.

Ellis Airport, 264 A. J. Ellis Airport Road, Richlands, North Carolina 28574.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Onslow County, North Carolina under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Walter Bauer, Program Manager, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, Atlanta, Georgia, 30337-2747, telephone number (404) 305-7142. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Albert J. Ellis Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 9, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Onslow County, North Carolina was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 11, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

December 1, 1995

Proposed charge expiration date: August 24, 1998

Total estimated PFC revenue:

\$714,712.00

Brief description of proposed projects:

1. Preparation of PFC Application.
2. Recover Local Share From AIP 10, 11, 12, & 13.
3. Interactive Training System.
4. Maintenance Bay and Passenger Lift Storage Facility.
5. Terminal Emergency Auxiliary Power.
6. National Storm Water Pollution Act Plan.
7. Rehabilitate Airport Beacon.
8. High Intensity Runway Lights.
9. Runup Aprons.
10. Rehabilitate Service Road.
11. Sanitary Sewer Line.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: NONE

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any