

ADO-670.2, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, (313) 487-7293.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for the Springfield-Beckley Municipal Airport are in compliance with applicable requirements of Part 150, effective August 11, 1995.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by the 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 proposes for the reduction of existing non-compatible uses and for the prevention of the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and related description submitted by the city of Springfield, Ohio, for Springfield-Beckley Municipal Airport. The specific maps under consideration are the "Existing (1993) Noise Exposure Map" and "Future (1998) Noise Exposure Map." The FAA has determined that these maps for Springfield-Beckley Municipal Airport are in compliance with applicable requirements. This determination is effective on August 11, 1995. The FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act,

it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through the FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the map are available for examination at the following locations:

Federal Aviation Administration,  
Great Lakes Region, Airports  
Division Office, 2300 East Devon  
Avenue, Room 269, Des Plaines,  
Illinois 60018

Federal Aviation Administration,  
Detroit Airports District Office,  
Willow Run Airport, East, 8820  
Beck Road, Belleville, Michigan  
48111

Mr. Matthew J. Kridler, Manager, City  
of Springfield, Springfield City  
Hall, 76 East High Street,  
Springfield, OH 45502

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

Issued in Belleville, Michigan, on August 11, 1995.

**Dean C. Nitz,**

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

[FR Doc. 95-21308 Filed 8-25-95; 8:45 am]

**BILLING CODE 4910-13-M**

**Intent to Rule on Application to Use the Revenue From a Passenger Facility Charge (PFC) at Houghton County Memorial Airport, Hancock, Michigan**

**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 use the revenue from a PFC at Houghton County Memorial Airport, Hancock, Michigan, under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before September 27, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Sandra D. LaMothe, Airport Manager, of the Houghton County Airport Committee at the following address: Houghton County Memorial Airport Route 1, Box 94, Calumet, Michigan 49913.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Houghton County Airport Committee under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). 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 use the revenue from a PFC at Houghton County Memorial Airport, Hancock, Michigan, under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 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 use the revenue from a PFC submitted by Houghton County Airport Committee was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 14, 1995.

The following is a brief overview of the application.

Level of the PFC: \$3.00.

Actual charge effective date: July 1, 1993.

Estimated charge expiration date: March 1, 1996.

Total approved net PFC revenue: \$175,588.00.

Brief description of proposed project: Construct Partial Parallel Taxiway "C".

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 person may, upon request, inspect the application, notice and other documents germane to the application in person at the Houghton County Airport Committee.

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

**Benito DeLeon,**

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 95-21307 Filed 8-25-95; 8:45 am]

BILLING CODE 4910-13-M

## Federal Highway Administration

[FHWA Docket No. 95-14]

### Framework for Guiding FHWA Policy Decisions Affecting Freight Transportation

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Interim policy statement; request for comments.

**SUMMARY:** This notice requests comments on a draft framework intended to identify the principles which will guide FHWA policy decisions affecting freight transportation systems. These principles do not reflect a priority in their order—they move from the most generic concepts through to more specific ones, and contain many common elements. This framework focuses on the highway element of those freight transport systems but recognizes the importance of intermodal connectivity for a growing portion of U.S. freight transport. This interim statement could serve as a building block for a broader Departmental intermodal freight policy. In addition to a brief discussion of each of the principles, several key current issues are discussed that illustrate how the principles are reflected in questions of Federal interest.

**DATES:** Comments should be received by October 27, 1995.

**ADDRESSES:** Submit written, signed statements to FHWA Docket No. 95-14,

FHWA, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, DC 20590. All statements received in Docket No. 95-14 will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of their statements must include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas Keane, Office of Policy Development, Transportation Studies Division, at (202) 366-9242; or Mr. Charles Medalen, Office of Chief Counsel, Motor Carrier Law Division, at (202) 266-1354, FHWA, DOT, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Background

Efficient, effective, and safe highway systems play a critical role in the U.S. economy; nearly all the essentials of modern life travel on them, whether in the delivery of intermediate goods to production plants or shipment of goods to final market. The highway system is an especially important foundation of commerce as it provides access to raw materials, labor, and markets. Maintaining and improving highways and their connections to intermodal freight facilities, while producing a safe environment for the traveling public, ensures shippers and carriers the freedom to adapt quickly to changing markets and environments with some measure of confidence that the spatial barriers between markets can be overcome. Therefore, the FHWA has developed a draft framework of principles by which to guide policy decisions having an impact on freight transportation systems. The FHWA invites comments on this draft framework, which is set forth below.

##### Draft Policy

###### Part I—The Principles

Highway and intermodal freight transport policy can be fashioned to improve the Nation's long-term economic prospects and vitality. As in all policy decisions considering the interests of the public at large, a balance must be struck among many worthy goals. In defining the public interest, Federal highway programs and freight-related policies should advance the following principles:

###### 1. Reflect the Importance of Freight Transportation to National and Regional Economies

Transportation policy with regard to investment and regulatory decisions must take into consideration the impacts that such policies may have on the movement of both people and goods.

The relationship between transportation and economic development is obvious. Highways and other modes of transportation enable individuals to commute to their workplaces; transportation is also a critical part of the production process. While the magnitude of the relationship has been debated, it is well known that the quality of the transportation system is closely tied to the industrial and employment base of regions. Good, dependable transportation is an important factor in any region's current economic well-being as well as its growth potential. The U.S. economy as a whole is highly integrated and is becoming more closely tied to the global economy. To retain and expand its economic vitality and competitive position, the Nation must ensure that its producers and carriers have quality access at the lowest reasonable cost, and in turn, that its markets are accessible.

A basic characteristic of highway networks is that automobiles, trucks, and buses share the common highway. The combination of large freight vehicles with a smaller, lighter passenger car fleet causes special safety risks. Large vehicles impose unique demands on their drivers and those sharing the road with them. Their size and handling characteristics must be taken into consideration in the design of roadways. Increasingly, the environment in which the vehicle is operated is congested and physically deteriorated. Infrastructure planners, providers, and operators should adopt a customer orientation for freight movement, recognizing that freight and passenger transportation are distinctly different markets with fundamentally different requirements.

###### 2. Adopt a Long-Term Perspective for Freight Decisions

Since investments in highway infrastructure have such long usable lives, decisions should be as future-oriented as possible, taking into account the current and future demands of the freight market.

Transportation agencies should maintain, operate, and improve highway systems commensurate with current and projected demand. One element of that investment is the development of an