

airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator as 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 under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The Westover Metropolitan Development Corporation submitted to the FAA, on January 26, 1994, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from October 1990 to June 1995. The Westover Metropolitan Airport/Air Reserve Base noise exposure maps were determined by FAA to be in compliance with applicable requirements on July 31, 1995. Notice of this determination was published in the **FEDERAL REGISTER** on August 11, 1995.

The Westover study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 1998. 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 July 31, 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 a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 13 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 Assistant Administrator effective January 26, 1996.

Approval was granted for 12 specific program elements: preferential runway use, flight track changes, land acquisition, sound insulation, compatible land use zoning, land use airport overlay district, subdivision regulations, a pilot awareness program, a public awareness program, and a computer spread sheet program to monitor noise abatement performance.

One program element was partially approved and partially disapproved: monitoring nighttime operations and runway use.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator on January 26, 1996. 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 office of the Westover Metropolitan Development Corporation, 3911 Pendleton Avenue, Chicopee, Massachusetts.

Issued in Burlington, Massachusetts, on February 5, 1996.

Bradley A. Davis,

*Acting Manager, Airports Division, New England Region.*

[FR Doc. 96-3495 Filed 2-14-96; 8:45 am]

**BILLING CODE 4910-13-M**

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**Intent to Prepare an Environmental Impact Statement and To Hold Environmental Safety Area and Other Airport Master Plan Improvements at Bridgeport-Sikorsky Memorial Airport, Stratford, CT**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of public environmental scoping meetings.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposal by the City of Bridgeport and the Federal Aviation Administration to construct runway safety area improvements to Runway 06-24, relocate a portion of a public highway, install an approach light system to Runway 06, extend Runway 06-24, and undertake related Airport Master Plan development at Bridgeport-Sikorsky Memorial Airport, Stratford, Connecticut. To ensure that all significant issues related to the

proposed action are identified, public scoping meetings will be held.

**FOR FURTHER INFORMATION CONTACT:** John Silva, Manager, Environmental Programs, Airports Division, New England Region, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone number: 617-238-7602.

**SUPPLEMENTARY INFORMATION:** Because of the potential for significant adverse environmental effect, primarily to wetlands, floodplain areas, and highway traffic, comments and suggestions are invited from federal, state, and local agencies, and other interested parties, in order to ensure that a full range of issues related to the proposed projects are identified and addressed in the scope of work for the EIS. Comments and suggestions may be mailed to FAA at the above address.

**PUBLIC SCOPING MEETINGS:** In order to provide public input, a scoping meeting for federal, state, and local agencies will be held on Thursday, March 14, 1996, at 2 pm at the Avon Room, Ramada Inn, 225 Lordship Blvd., Stratford, Connecticut. An additional meeting to receive public input will be held on Thursday, March 14, 1996, at 5 pm, in the Grand Ballroom at the same Ramada Inn. These meetings will be preceded by a field tour of the project area at 11 am on the same day. The tour will commence from the entrance to the main terminal building at Sikorsky Memorial Airport, Great Meadow Road, Stratford, Connecticut. Representatives of federal, state, and local agencies are encouraged to attend all three events. Additional information may be obtained by contacting FAA at the above address or telephone number.

Issued in Burlington, Massachusetts, on February 6, 1996.

John C. Silva,

*Acting Manager, Airports Division FAA, New England Region.*

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**RTCA, Inc.; Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)**

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 159 meeting to be held March 4-8, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut