

under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before August 31, 1996.

EFFECTIVE DATES: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is March 4, 1996. The public comment period ends April 4, 1996.

FOR FURTHER INFORMATION CONTACT: David J. Welhouse, Airport Planner, Honolulu Airports District Office, Federal Aviation Administration, P.O. Box 50244, Honolulu, HI 96850, Telephone: (808) 541-1243. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Kahului Airport are in compliance with applicable requirements of Part 150, effective March 4, 1996. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before August 31, 1996. This notice also announces the availability of this program for public review and comment.

Under Section 103 of Title I 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 noncompatible 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 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 noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The State of Hawaii, Department of Transportation, submitted to the FAA on October 26, 1995 noise exposure maps, descriptions and other documentation which were produced

during the preparation of the Kahului Airport Noise Compatibility Study dated September, 1995. It was requested that the FAA review this material as the noise exposure maps, as described in Section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Section 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the State of Hawaii, Department of Transportation. The specific maps under consideration are Figures 5-1 and 6-1 in the submission. The FAA has determined that these maps for Kahului Airport are in compliance with applicable requirements. This determination is effective on March 4, 1996. 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 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 section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Kahului

Airport, also effective on March 4, 1996. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before August 31, 1996.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, D.C. 20591

Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15000 Aviation Blvd., Room 3E24, Hawthorne, California 90261

Federal Aviation Administration, Honolulu Airports District Office, 300 Ala Moana Boulevard, Room 7116, Honolulu, Hawaii 96813

State of Hawaii, Department of Transportation, Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819

State of Hawaii, Department of Transportation, Airports Division, District Office Manager, Kahului Airport, Kahului, Maui, Hawaii 96732

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

Issued in Hawthorne, California on March 4, 1996.

Robert C. Bloom,
Acting Manager, Airports Division, AWP-600, Western-Pacific Region.

[FR Doc. 98-6402 Filed 3-15-96; 8:45 am]

BILLING CODE 4910-13-M

**Pease International Tradeport,
Portsmouth, NH; FAA Approval of
Noise Compatibility Program**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Noise.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings in the noise compatibility program submitted by the Pease Development Authority 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 non-federal responsibilities in Senate Report No. 96-52 (1980). On August 14, 1995, the FAA determined that the noise exposure maps submitted by the Pease Development Authority under Part 150 were in compliance with applicable requirements. On February 9, 1996, the Associate Administrator approved the Pease International Tradeport noise compatibility program. Out of the 23 proposed program elements, 22 were approved and one was partially approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Pease International Tradeport noise compatibility program is February 9, 1996.

FOR FURTHER INFORMATION CONTACT: John C. Silva, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, telephone: (617) 238-7602.

Documents reflecting this FAA action may be obtained from the same individual.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Pease International Tradeport noise compatibility program, effective February 9, 1996.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter 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 Regulation (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 the navigable 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, request for project grants must be submitted to the

FAA Regional Office in Burlington, Massachusetts.

The Pease Development Authority submitted to the FAA, on August 1, 1995, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from May 1991 to June 1995. The Pease International Tradeport noise exposure maps were determined by FAA to be in compliance with applicable requirements on August 14, 1995. Notice of this determination was published in the Federal Register on August 22, 1995.

The Pease 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 approximately 2010. 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 August 14, 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 23 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 February 9, 1996.

Approval was granted for 22 specific program elements: preferential runway use, flight track changes, descent profiles, support for navigational aid improvements, run-up areas, a noise barriers, noise-sensitive location of flight line structures, voluntary aircraft nighttime use restriction, updating the study to examine mandatory access restrictions in accordance with FAR Part 161, land acquisition, sound insulation, a sales assurance program, recommendations for construction standards and guidance, subdivision and site review regulations, and master planning, and administrative elements which include noise monitoring, pilot education, a citizen complaint mechanism, a community participation program, and a public outreach program.

One program element was partially approved and partially disapproved:

continuing restrictions on aircraft run-ups.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator on February 9, 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 Pease Development Authority, Pease International Tradeport, Portsmouth, New Hampshire.

Issued in Burlington, Massachusetts on March 5, 1996.

Bradley A. Davis,

Acting Manager, Airports Division, New England Region.

[FR Doc. 96-6400 Filed 3-15-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Rescheduled Public Scoping Meetings and Extension of Comment Period

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Rescheduled Public Scoping Meetings and Extension of Comment Period.

SUMMARY: In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is preparing an Environmental Impact Statement (EIS) for Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International and La Guardia Airports. The FAA will conduct scoping meetings to obtain public comments on the issues and alternatives to be analyzed in this EIS. Meetings were held in March at various locations as announced in the Federal Register Notice of meetings, January 29, 1996. Scoping meetings originally scheduled for 7:00 p.m. Wednesday March 6, 1996 and for 7:00 p.m. Thursday March 7, 1996, have been rescheduled for Wednesday April 17, 1996 at 7:00 p.m. at La Guardia Marriott Hotel, East Elmhurst, NY, and for Thursday April 18, 1996, at 7:00 p.m. at The Mill Basin School-Public School 236, Brooklyn, NY. A Scoping Paper outlining the objectives and procedures of the scoping process and technical issues to be addressed in the EIS is available upon request to the FAA. Written requests for the Scoping Paper and comments on the scope of the EIS can be submitted to the FAA as follows: Federal Aviation Administration, Office of the Chief Counsel, Attention: Docket (AGC-200) Docket No. 28365, 800 Independence Avenue, SW, Washington, DC 20591.

The comment period is extended; comments will be accepted until May 3, 1996. All scoping meetings are open to all interested parties.

DATES: The rescheduled public scoping meetings will take place the evenings of Wednesday April 17, 1996, and Thursday April 18, 1996. Information exhibits will open at 6:30 p.m. and the presentations will begin at 7:00 p.m.

ADDRESSES: The public scoping meeting on Wednesday April 17, 1996 will be held at the La Guardia Marriott Hotel, 102-05 Ditmars Boulevard, East Elmhurst, NY 11369, and the public scoping meeting on Thursday April 18, 1996, will be held in the auditorium of The Mill Basin School-Public School 236, 6302 Avenue U (at East 63rd Street), Brooklyn, NY 11234.

FOR FURTHER INFORMATION CONTACT:

Jerome D. Schwartz, Environmental Specialist, Federal Aviation Administration, Wind Shear and Weather Radar Products Team, AND-420, 800 Independence Avenue, SW, Washington, DC, 20591, telephone (202) 358-4946.

SUPPLEMENTARY INFORMATION: In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is preparing an Environmental Impact Statement (EIS) for Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International and La Guardia Airports. Rescheduled public scoping meetings will be held as part of the scoping process to determine the issues and alternatives to be analyzed in the EIS.

Comments from interested parties on the scope of the EIS are encouraged and should be submitted to the FAA in writing or presented verbally at a scoping meeting. Written comments must be received by May 3, 1996. Comments should discuss environmental concerns and issues related to the proposed action, suggested analyses and methodologies for inclusion in the EIS, possible sources of relevant data or information, or feasible alternatives to the proposed action. Submit written requests for copies of the Scoping Paper and comments on the Scoping Paper to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Docket (AGC-200), Docket No. 28365, 800 Independence Avenue, SW, Washington, DC 20591.

Sign interpretation will be available if requested at least 10 calendar days before the meeting at which it is required.

Issued in Washington, DC on March 13, 1996.

Arthur R. Feinberg,

Acting Deputy Director of Communications, Navigation, and Surveillance Systems, AND-2.

[FR Doc. 96-6371 Filed 3-15-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Community Development Financial Institutions Fund

Community Development Financial Institutions Program; Bank Enterprise Award Program

AGENCY: Community Development Financial Institutions Fund, Department of the Treasury.

ACTION: Notice of waiver.

SUMMARY: The Community Development Financial Institutions Fund (the Fund) has granted a waiver of the deadline for receipt of an application under the Community Development Financial Institutions (CDFI) Program and the Bank Enterprise Award (BEA) Program for certain applications which were received after the deadline of 4 p.m. Eastern Standard Time on January 29, 1996. The waiver is applicable to those applications for which the Fund has determined that on or before January 29, 1996, the actual process of delivering the application to the Fund was initiated.

ADDRESSES: All questions or comments concerning the contents of this action should be addressed to the Director, Community Development Financial Institutions Fund, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220.

FOR FURTHER INFORMATION CONTACT: The Community Development Financial Institutions Fund, Department of the Treasury, 1500 Pennsylvania Avenue NW., Washington, DC 20220 at (202) 622-8662. (This is not a toll free number.)

SUPPLEMENTARY INFORMATION: The interim regulations for the CDFI Program (12 CFR part 1805) and the BEA Program (12 CFR part 1806), published in the Federal Register on October 19, 1995 (60 FR 54110), provide that the deadline for submission of applications will be established in a Notice of Funds Availability (NOFA) published in the Federal Register. (§ 1805.700, § 1806.206) The regulations also provide that the Fund may waive any requirement of such regulations that is not required by law upon a determination of good cause.