

property for residential development, in exchange for a sum of money and a fee title to a 14-acre shoreline management zone surrounding the tract.

*F—Unclassified*

F1. Filing of condemnation cases.

Information Items

1. Filing of condemnation cases.
2. Delegation of authority to the Chief Administrative Officer, or that officer's delegate, to enter into a cooperative agreement with River Valley Partners, Inc.
3. Contract with Matrix Management, Inc., to support TVA's Chief Operating Officer organizations in strategic programmatic areas and management processes.
4. Amendments to the Rules and Regulations of the TVA Retirement System to allow vested members who voluntarily leave TVA employment between September 1, 1996, and September 30, 1997, to receive immediate retirement benefits, regardless of age.
5. Approval for the Chief Administrative Officer, or that officer's delegate, to negotiate and enter into a cooperative agreement with the University of Virginia.
6. Approval for the Chief Administrative Officer, or that officer's delegate, to negotiate and enter into Amendment No. 1 to Contract No. TV-96619V between TVA and the University of Kentucky Research Foundation.

For more information: Please call TVA Public Relations at (423) 632-6000, Knoxville, Tennessee. Information is also available at TVA's Washington Office (202) 898-2999.

Dated: September 11, 1996.  
Edward S. Christenbury,  
*General Counsel and Secretary.*  
[FR Doc. 96-23753 Filed 9-12-96; 12:13 pm]  
BILLING CODE 8120-08-M

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**

[Docket OST-96-1400; Order 96-9-13]

**Application of Maverick Airways Corporation for Issuance of New Certificate Authority**

**AGENCY:** Department of Transportation.  
**ACTION:** Notice of order to show cause.

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order (1) finding Maverick Airways Corporation fit, willing, and able, and (2) awarding it a certificate to engage in interstate scheduled air transportation of persons, property, and mail.

**DATES:** Persons wishing to file objections should do so no later than September 20, 1996.

**ADDRESSES:** Objections and answers to objections should be filed in Docket

OST-96-1400 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Janet A. Davis, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

Dated: September 10, 1996.  
Charles A. Hunnicutt,  
*Assistant Secretary for Aviation and International Affairs.*  
[FR Doc. 96-23578 Filed 9-13-96; 8:45 am]  
BILLING CODE 4910-62-P

**DEPARTMENT OF THE TREASURY**

[Treasury Order Number 101-07]

**Delegation to the Director, Bureau of Engraving and Printing, for the Production of Currency Notes To Meet the Demands of the Federal Reserve Banks; Authority Delegation**

Dated: September 6, 1996.

1. By virtue of the authority vested in the Secretary of the Treasury, including the authority vested by 31 U.S.C. 321(b)(2) and 12 U.S.C. 418-420, I hereby delegate to the Director, Bureau of Engraving and Printing, ("the Director"):

a. The authority and responsibility vested in the Secretary of the Treasury under 12 U.S.C. 418 through 420, related to the production of Federal Reserve notes, including the engraving of plates and dies, the printing of Federal Reserve notes in such quantities as may be required to supply the Federal Reserve Banks, and the delivery of said notes to the Federal Reserve Banks. Such notes are to be retained in the custody of the Bureau of Engraving and Printing ("the Bureau") while awaiting currency shipment orders from the Board of Governors of the Federal Reserve System; and

b. The Director shall perform the function of verifying the inventory of unissued stocks of Federal Reserve notes each fiscal year and shall furnish certified copies of the results to the Board of Governors of the Federal Reserve System, the Commissioner of the Financial Management Service, and the Secretary.

2. The Director may redelegate the authority and responsibility delegated herein in writing to an Associate Director of the Bureau.

3. Each fiscal year, the Director shall provide the Secretary with a copy of the currency order from the Federal Reserve System within fifteen days of receipt.

4. Cancellation. Treasury Order 101-07, "Control and Custody of Unissued Federal Reserve Notes," dated July 30, 1980.

Robert E. Rubin,  
*Secretary of the Treasury.*  
[FR Doc. 96-23576 Filed 9-13-96; 8:45 am]  
BILLING CODE 4810-25-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Docket No. 28683]

**Policy on Funding of Combined Part 150 and Part 161 Studies and Analyses**

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

**ACTION:** Policy statement.

**SUMMARY:** This document states the Federal Aviation Administration (FAA) policy concerning the analysis of proposed airport noise and access restrictions under the requirements of 14 CFR part 161 and the eligibility of such analysis for Federal funding when combined with airport noise compatibility planning under 14 CFR part 150.

**DATES:** This policy is effective September 16, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. William W. Albee, Policy and Regulatory Division (AEE-300), Office of Environment and Energy, telephone (202) 267-3553, facsimile (202) 267-5594; or Ms. Lynne Sparks Pickard, Community and Environmental Needs Division (APP-600), Office of Airport Planning and Programming, telephone (202) 267-3263, facsimile (202) 267-8821. The address for both contacts is FAA, 800 Independence Avenue, SW, Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:**

**Background**

Title 14 CFR part 150 (part 150), issued as an interim rule in 1981 and a final rule in 1985, implements the former Aviation Safety and Noise Abatement Act of 1979 (49 U.S.C. 47501 through 47509, hereinafter referred to as ASNA). Part 150 promotes comprehensive noise evaluation and mitigation and is the primary program under which the FAA supports local airport noise compatibility planning and projects. Part 150 is a voluntary program that allows airport operators to prepare noise exposure maps and to recommend

measures in a noise compatibility program to reduce noise and non-compatible land uses. Airport operators may submit airport noise compatibility programs to the FAA for approval under criteria established by ASNA and part 150. The FAA is authorized to provide Airport Improvement Program (AIP) funding for airport noise compatibility planning (i.e., the preparation of the noise exposure maps and the noise compatibility program) and for noise projects (i.e., measures approved by the FAA in a noise compatibility program).

Title 14 CFR part 161 (part 161), issued as a final rule September 25, 1991, implements the Airport Noise and Capacity Act (49 U.S.C. 47521 through 47533, hereinafter referred to as ANCA), enacted in 1990. Part 161 contains requirements governing airport noise and access restrictions (also called "use restrictions," or simply "restrictions"). Part 161 requires analysis and public notice of noise and access restrictions proposed to be adopted by airport operators. Sections 161.211 and 161.321 allow airport operators the option of integrating a part 161 analysis for a proposed restriction on Stage 2 and Stage 3 aircraft, respectively, with a part 150 planning study. In the preamble to part 161, FAA states that "the part 150 option does make Federal financial assistance available to airport operators to analyze a proposed restriction." This statement recognizes that a part 161 analysis is eligible for AIP funding if included within the scope of a part 150 planning study. A part 161 analysis is not otherwise eligible for Federal funding.

In 1995, an airport first proposed to include a part 161 analysis of proposed use restrictions a part of an update to its part 150 study. The FAA Associated Administrator for Airports issued a letter on December 14, 1995, to explain when a part 161 analysis may be eligible for AIP funding through optional use of part 150. This letter has been misinterpreted by some parties as announcing a change in FAA policy concerning imposition of airport noise and access restrictions. The FAA is issuing this policy statement to clarify its position.

#### Notice of FAA Policy

Accordingly, the FAA is formally notifying airport operators, airport users, and all other interested persons of the FAA policy concerning the eligibility of analysis of restrictions under part 161 for Federal funding, when accomplished in conjunction with preparation of an airport noise compatibility program under part 150.

#### Policy Statement

The FAA has continuously, consistently, and actively encouraged a balanced approach to address noise problems and discouraged unreasonable and unwarranted airport use restrictions. That policy remains unchanged. A restriction should be considered only as a last resort when all other mitigation measures are inadequate to satisfactorily address the problem and a restriction is the only remaining option that could provide noise relief. With limited statutory exceptions, all airport use restriction proposals must comply with the requirements of part 161, including a rigorous analysis.

When an airport operator decides to propose an airport noise and access restriction subject to the requirements of part 161, the FAA encourages that airport operator to integrate its part 161 analysis into a comprehensive part 150 study which first analyzes in detail nonrestrictive measures to mitigate noise, and then analyzes the proposed restriction as a last resort to address a noise problem not mitigated by the other measures.

For Stage 2 restrictions, which are not subject to FAA approval under part 161, the FAA strongly encourages airport operators who have elected to integrate a part 161 analysis into a part 150 study to await the FAA's determinations under part 150 before adopting a Stage 2 restriction. The FAA's part 150 determinations may provide valuable insight to the airport operator regarding the proposed restriction's consistency with existing laws and the position of the FAA with respect to the restriction. This encouragement was explicitly stated in the preamble to part 161 (see 56 FR 48669, September 25, 1991).

Federal funding through the AIP conforms to the legal authorizations established by ASNA and supports the FAA's objectives under ANCA. In order to be eligible for AIP funding, a part 161 analysis must be prepared within the comprehensive noise planning framework established by part 150. A part 161 analysis may be eligible as airport noise compatibility planning if it is included within the scope of work of a part 150 planning study. Alternatively, a part 161 analysis may be eligible as a noise project if it meets the following three conditions: (1) it is recommended in the airport operator's part 150 program as further study necessary to address a noise compatibility problem beyond the scope of the initial part 150 study; (2) it meets part 150 approval criteria and is approved under part 150 for further study; and (3) the part 161

analysis is integrated into a part 150 update following the same procedures prescribed for an initial study in § 161.211 for a Stage 2 restriction proposal or § 161.321 for a Stage 3 restriction proposal.

AIP funding of a part 161 analysis when integrated with a part 150 planning study in no way represents an FAA endorsement of a restriction or of any results of such an analysis. AIP funding supports the FAA's interest in a rigorous part 161 analysis, when an airport operator has determined to prepare such an analysis; supports the concept of comprehensive and balanced noise planning and mitigation, with restrictions as last resort measures; and supports the issuance of part 150 determinations as a facet of FAA guidance on Stage 2 restriction proposals.

The above eligibility criteria do not guarantee AIP funding. If a proposed noise or access restriction would, on its face, violate existing law or be inconsistent with other powers and duties of the FAA Administrator, it would not be funded for study in connection with a part 150 study. Additionally, all AIP funding decisions are subject to an established priority system and to practical limitations on the amounts of money available during the fiscal year.

Issued in Washington, DC on September 6, 1996.

David R. Hinson,  
*Administrator.*

[FR Doc. 96-23579 Filed 9-13-96; 8:45 am]

BILLING CODE 4910-13-M

#### Aviation Rulemaking Advisory Committee Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee to discuss rotorcraft issues, current rulemaking actions, and future activities and plans.

**DATES:** The meeting will be held on October 3, 1996, 9 a.m.-12 noon. Arrange for oral presentations by September 18, 1996.

**ADDRESSES:** The meeting will be held in the main conference room of the Helicopter Association International, 1635 Prince St., Alexandria, VA 22314-2818.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Higginbotham, Office of Rulemaking, Aircraft & Airport Rules