

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 noncompatible land uses around the airport and preventing the introduction of additional noncompatible 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 navigable airspace and air traffic control responsibilities of the Administrator 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 implementation 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, as amended. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

Kern County submitted to the FAA on April 14, 1995, the Notice Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study conducted from September 26, 1989 through November 11, 1996. The Meadows Field Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on April 14, 1995. Notice of this determination was published in the **Federal Register** on May 9, 1995.

The Meadows Field study contained a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to or beyond, 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 December 12, 1996 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). The Noise Compatibility Program was approved by the FAA on June 10, 1997. Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program contained 11 proposed actions for noise abatement and 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 June 10, 1997.

Outright approval was granted for four (4) of the 11 specific program measures. These are: Maintaining nighttime turbojet training policies; amending Metropolitan Bakersfield 2010 General Plan to reflect noise compatibility plan; continuing complaint response program; and develop, adopt and apply Meadows Field Noise Overlay Zoning District. One (1) measure required no action at this time: Raising the Runway 30L and 30R departure turn minimum altitudes. Four (4) measures were disapproved pending submission of additional information to make an informed analysis: Balancing general aviation aircraft operations on parallel runways; completing acquisition of navigation and noise easements in Precision Instrument Runway Protection Zone for Runway 30R; developing a program to acquire noise impacted residential properties between Norris Road and the airport boundary; and conducting periodic aircraft noise measurements. Two (2) other measures were disapproved for purposes of FAR part 150: Extension of Runway 12R-30L and displacement of Runway 30L landing threshold, and complete acquisition of Precision Instrument Runway Protection Zone for Runway 12L. Neither the NCP nor the NEM indicate any noise impacts within the CNEL 65 dB noise contour, except for may be one residence for the 5-year time frame program.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on June 10, 1997. 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 Meadows Field, Bakersfield, California.

Issued in Hawthorne, California on June 26, 1997.

**Herman C. Bliss,**

*Manager, Airports Division, AWP-600, Western-Pacific Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues—New Task

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

**ACTION:** Notice of new task assignment for the Aviation Rulemaking Advisory Committee.

**SUMMARY:** Notice is given of a new task assigned to the Aviation Rulemaking Advisory Committee (ARAC), Transport Airplane and Engine Issues, to recommend disposition of public comments made to Notice of Proposed Rulemaking No. 96-6. This notice informs the public of the activities of ARAC.

**FOR FURTHER INFORMATION CONTACT:** Stewart R. Miller, Manager, Transport Standards Staff, ANM-110, FAA, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055-4056, telephone (206) 227-2190, fax (206) 227-1320.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Federal Aviation Administration (FAA) has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulations and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations of the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area the ARAC deals with is Transport Airplane and Engine Issues. These issues involve the airworthiness standards for transport category airplanes in 14 CFR Parts 25, 33, and 35 and parallel provisions in 14 CFR Parts 121 and 135.

#### The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization task:

Within six (6) months of publication of this notice, recommend disposition of public comments made to Notice of Proposed Rulemaking No. 96-6, which proposes to amend the airworthiness standards for transport category airplanes to harmonize hydraulic systems design and test requirements with standards proposed for the European Joint Aviation Requirements, and to proposed Advisory Circular 25.1435-1.

Contrary to the usual practice, the FAA has not asked ARAC as part of this task to develop a final draft of the next action (i.e., supplemental notice, final rule, or withdrawal); rather, ARAC should provide a document setting forth the rationale for the recommended disposition of each of the comments.

#### ARAC Acceptance of Task

ARAC has accepted the task and has chosen to assign it to the Hydraulic Systems Harmonization Working Group. The working group will serve 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 recommendation, it forwards them to the FAA as ARAC recommendations.

#### Working Group Reports to ARAC

The Hydraulic Systems Harmonization 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 rationale, for consideration at the meeting of the ARAC to consider Transport Airplane and Engine Issues held following publication of this notice.
2. Provide a status report at each meeting of ARAC held to consider transport airplane and engine issues.

#### Participation in the Working Group

The Hydraulic Systems Harmonization Working Group is

composed of experts from those organizations having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

The Secretary of Transportation has determined that the formation and use of the ARAC are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the ARAC will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act.

Meetings of the 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 July 9, 1997.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Transport Airplane Engine Issues

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting is scheduled for July 29 and 30, 1997 beginning at 8:30 a.m. on July 29. Arrange for oral presentations by July 22, 1997.

**ADDRESSES:** Boeing Commercial Airplane Group, 535 Garden Avenue, N. (10-16 Bldg.), Conference Room 11C4 or 12C4, Seattle, WA 98124.

**FOR FURTHER INFORMATION CONTACT:** Jackie Smith, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-9682.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App II), notice is given of an ARAC meeting to be held July 29-30, 1997 at Boeing Commercial Airplane Group, 535 Garden Avenue N. (10-16 Bldg.), Conference Room 11C4 or 12C4, Seattle, WA 98124.

The agenda will include:

#### Tuesday, July 29, 1997

- Opening Remarks.
- FAA Report.
- Joint Aviation Authorities (JAA) Report.
- Transport Canada Report.
- Executive Committee (EXCOM) Meeting Report.
- FAA/JAA Annual Harmonization Meeting Report.
- Action Item Reports.
- Issues List and Tasking Chart.
- Uncontained Engine Failure.
- FAA Icing Plan.
- Flight Test Guide Status Report.
- Flight Test Harmonization Working Group (HWG) Report.
- Engine HWG Report.
- Powerplant Installation HWG Report.
- Systems Design and analysis HWG Report.

#### Wednesday, July 30, 1997

- Electromagnetic Effects HWG Report.
- Loads & Dynamics HG Report and Vote.
- General Structures HWG Report.
- Breaking Systems HWG Report.
- Airworthiness Assurance HWG Report.
- Hydraulic Test HWG Report.
- Open Agenda.
- Review Action Items.
- Review Future Meeting Schedule and Set Next Meeting.

Attendance is open to the public, but will be limited to the space available. The public must make arrangements by July 22, 1997 to present oral statements at the meeting. Written statements may be presented to the Committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine issues or by providing copies at the meeting. In addition, sign and oral interpretation as well as a listening device, can be made available if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT.**

Issued in Washington, DC on July 9, 1997.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

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