

the Executive Director no later than March 10, 1998.

Information on Services for the Handicapped

For information on facilities or services for individuals with disabilities or requests for special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: February 23, 1998.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 98-5098 Filed 2-26-98; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review, Manchester Airport; Manchester, NH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure map for Manchester Airport, as submitted by the Manchester Airport Authority under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150, is in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Manchester Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before August 5, 1998.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure map and of the start of its review of the associated noise compatibility program is February 6, 1998. The public comment period ends on April 7, 1998.

FOR FURTHER INFORMATION CONTACT: John C. Silva, Federal Aviation Administration, New England Region, Airports Division, ANE-600, 12 New England Executive Park, Burlington, Massachusetts 01803.

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 map submitted

for Manchester Airport is in compliance with applicable requirements of Part 150, effective February 6, 1998. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before August 5, 1998. 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 a noise exposure map which meets applicable regulations and which depicts noncompatible land uses of the date of submission of such map, a description of projected aircraft operations, and the ways in which such operations will affect such map. The Act requires such map 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 a noise exposure map that is found by FAA to be in compliance with the requirements of Federal Aviation Regulation (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 introduction of additional noncompatible uses.

The Manchester Airport Authority submitted to the FAA on February 6, 1997, a noise exposure map, descriptions, and other documentation which were produced during the Airport Noise Compatibility Planning (Part 150) study at Manchester Airport from May 1995 to January 1997. It was requested that the FAA review this material as the noise exposure map, 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 map and related descriptions submitted by Manchester Airport Authority. The specific maps under consideration were Figures 11.1, "1995 Existing Noise Exposure Map", and Figure 15.1, "Future Noise Exposure Map", along with the supporting documentation in "Manchester Airport; FAR Part 150 Update". The FAA has determined that the maps for Manchester Airport are in compliance with applicable requirements. This determination is effective on February 6, 1998.

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 map 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 a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted the map, 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 or FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Manchester Airport, also effective on February 6, 1998. 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 5, 1998. The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 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 non compatible land uses and

preventing the introduction of additional non-compatible 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 map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103-3395
Federal Aviation Administration, New England Region, Airports Division, ANE-600, 16 New England Executive Park, Burlington, Massachusetts 01803

Questions may be directed to the individual named above under the heading:

FOR FURTHER INFORMATION CONTACT

Issued in Burlington, Massachusetts on February 6, 1998.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly notice of PFC Approvals and Disapprovals. In January 1998, there were 12 applications approved. This notice also includes information on two applications, approved in December 1997, inadvertently left off the December 1997 notice. Additionally, 13 approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Port of Portland, Portland, Oregon.

Application Number: 97-05-U-00-PDX.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Total PFC Revenue to be Used in This Decision: \$12,824,000.

Charge Effective Date: November 1, 1994.

Estimated Charge Expiration Date: October 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: No change from previous decision.

Brief Description of Projects Approved for Use:

Taxiway A and connectors rehabilitation.

Runway 3/21 rehabilitation.

Taxiway F rehabilitation.

Decision Date: December 3, 1997.

For Further Information Contact:

Mary Vargas, Seattle Airports District Office, (425) 227-2660.

Public Agency: County of Eagle, Eagle, Colorado.

Application Number: 97-04-C-00-EGE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$300,000.

Earliest Charge Effective Date: March 1, 2012.

Estimated Charge Effective Date: July 1, 2012.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use: Snow removal equipment.

Decision Date: December 11, 1997.

For Further Information Contact:

Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: City of Fresno, Department of Airports, Fresno, California.

Application Number: 97-02-C-00-FAT.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$58,303,992.

Earliest Charge Effective Date: April 1, 1998.

Estimated Charge Expiration Date: July 1, 2028.

Class of Air Carriers Not Required To Collect PFC'S: Air Taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of Fresno Yosemite International Airport's total annual enplanements.

Brief Description of Projects Approved for Collection and Use:

Baggage claim expansion.

Lobby and ticketing area.

Terminal entryway reconfiguration.

Concourse expansion.

Building utility systems.

Storm water retention basin expansion and improvement.

Ramp reconstruction/taxiway A relocation, additional parking stands, terminal ramp drainage, oil-water separator improvements, and terminal pavement markings.

Reconstruction of concourse ramp sections.

Brief Description of Project Approved in Part for Collection and Use: Entrance road gateway improvements construction, Clinton Way infrastructure access improvements, and employee parking lot relocation.

Determination: Partially approved for the collection and use of PFC revenue. Relocation of the employee parking lot has been determined to be ineligible in accordance with paragraph 595(a) of FAA Order 5100.38A, Airport Improvement Program (AIP) Handbook (October 24, 1989). Eligibility for this component is limited to the costs of demolition and removal of the employee parking lot.

Decision Date: January 2, 1998.

For Further Information Contact:

Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: Tupelo Airport Authority, Tupelo, Mississippi.

Application Number: 97-02-U-00-TUP.

Application Type: Use PFC revenue

PFC Level: \$3.00

Total PFC Revenue To Be Used in This Decision: \$225,400.

Charge Effective Date: November 1, 1994.

Estimated Charge Expiration Date: December 1, 2007.

Class of Air Carriers Not Required To Collect PFC'S: No change from previous decision.

Brief Description of Projects Approved for use:

Overlay and groove runway 18/36.

Expand airport terminal building.

Decision Date: January 5, 1998.

For Further Information Contact:

David Shumate, Jackson Airports District Office, (601) 965-4628.

Public Agency: Melbourne Airport Authority, Melbourne, Florida.

Application Number: 98-02-C-00-MLB.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$614,362.