

	Percent
For Physical Damage:	
HOMEOWNERS WITH CREDIT AVAILABLE ELSEWHERE .....	7.375
HOMEOWNERS WITHOUT CREDIT AVAILABLE ELSEWHERE .....	3.687
BUSINESSES WITH CREDIT AVAILABLE ELSEWHERE .....	8.000
BUSINESSES AND NON-PROFIT ORGANIZATIONS WITHOUT CREDIT AVAILABLE ELSEWHERE .....	4.000
OTHERS (INCLUDING NON-PROFIT ORGANIZATIONS) WITH CREDIT AVAILABLE ELSEWHERE .....	6.750
For Economic Injury:	
BUSINESSES AND SMALL AGRICULTURAL CO-OPERATIVES WITHOUT CREDIT AVAILABLE ELSEWHERE .....	4.000

The numbers assigned to this disaster for physical damage are 329606 for Maryland, 329706 for West Virginia, and 329806 for Pennsylvania. For economic injury the numbers are 9I8500 for Maryland, 9I8600 for West Virginia, and 9I8700 for Pennsylvania.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: September 18, 2000.

**Fred P. Hochberg,**

*Acting Administrator.*

[FR Doc. 00-24816 Filed 9-26-00; 8:45 am]

**BILLING CODE 8025-01-P**

## SMALL BUSINESS ADMINISTRATION

### Region II Advisory Council Meeting; Public Meeting

The U.S. Small Business Administration Region II Advisory Council located in the geographical area of Buffalo, New York, will hold a public meeting at 10:00 a.m. on October 27, 2000, at Fleet Bank of New York, 10 Fountain Plaza, 9th floor boardroom, Buffalo, New York to discuss matters that may be presented by members of the Advisory Council, staff of the U.S. Small Business Administration or others present.

For further information, write or call:

**Franklin J. Sciortino,**

*District Director, U.S. Small Business Administration, 111 West Huron Street, Suite 1311, Buffalo, New York 14202, (716) 551-4301.*

[FR Doc. 00-24815 Filed 9-26-00; 8:45 am]

**BILLING CODE 8025-01-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Dockets OST-00-7168 and OST-00-7197]

#### Application of TIE Aviation, Inc. d/b/a Trans International Express for Issuance of a Foreign Charter Certificate and Pendente Lite Exemption

**AGENCY:** Department of Transportation.  
**ACTION:** Notice of order to show cause (Order 2000-9-20).

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order (1) finding that TIE Aviation, Inc. d/b/a Trans International Express has failed to demonstrate a reasonable operating proposal and (2) denying it a certificate of public convenience and necessity to engage in foreign charter all-cargo transportation and *pendente lite* exemption.

**DATES:** Persons wishing to file objections should do so no later than October 4, 2000.

**ADDRESSES:** Objections and answers to objections should be filed in Dockets OST-00-7168 and OST-00-7197 and addressed to the Department of Transportation Dockets (SVC-124, 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. Kathy L. Cooperstein, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2337.

Dated: September 20, 2000.

**A. Bradley Mims,**

*Deputy Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 00-24859 Filed 9-26-00; 8:45 am]

**BILLING CODE 4910-62-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Acceptance of Noise Exposure Maps and Request for Review of Noise Compatibility Program for Dillingham Airfield, Mokuleia, Hawaii

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure

maps submitted by the State of Hawaii, Department of Transportation for the Dillingham Airfield 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 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Dillingham Airfield under Part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before March 15, 2001.

**EFFECTIVE DATE:** 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 September 14, 2000. The public comment period ends November 14, 2000.

**FOR FURTHER INFORMATION CONTACT:** David J. Welhouse, Airport Planner, Honolulu Airports District Office, Federal Aviation Administration, P.O. Box 50244, Honolulu, Hawaii 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 Dillingham Airfield are in compliance with applicable requirements of Part 150, effective September 14, 2000. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before March 15, 2001. 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 December 3, 1998 (original submittal) and April 12, 2000 (revised pages), noise exposure maps, descriptions and other documentation which were produced during the preparation of the Dillingham Airfield Noise Compatibility Study dated October, 1998, Revised March, 2000. 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 4-1, "2000 (Existing) Base Year Noise Exposure Map" and 5-1, "2005 (Five Year) Noise Exposure Map," in the submission. The FAA has determined that these maps for Dillingham Airfield are in compliance with applicable requirements. This determination is effective on September 14, 2000. 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 Dillingham Airfield, also effective on September 14, 2000. 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 March 15, 2001.

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 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 3012, Hawthorne, California 90261  
 Federal Aviation Administration, Honolulu Airports District Office, 300 Ala Moana Boulevard, Room 7-128, Honolulu, Hawaii 96813  
 State of Hawaii, Department of Transportation, Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819

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

Issued in Hawthorne, California, on September 14, 2000.

**Herman C. Bliss,**

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

[FR Doc. 00-24739 Filed 9-26-00; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aging Transport Systems Rulemaking Advisory Committee; Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee.

**DATES:** The meeting will be held October 11-12, 2000, beginning at 9 a.m. on October 11. Arrange for oral presentations by October 4.

**ADDRESSES:** The meeting will be at the Bessie Coleman Conference Center, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Terry K. Stubblefield, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-7624, FAX (202) 267-5075. Alternate Contact: Brenda D. Courtney, ARM-200, Telephone (202) 267-3327.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given of a meeting of the Aging Transport Systems Rulemaking Advisory Committee in the Bessie Coleman Conference Center, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC.

The agenda will include:

- Opening remarks
  - Working group reports
  - Review Task 1—Intrusive Inspections Report
  - Review Task 3—Maintenance Criteria
  - Review Task 4—Standard Wire Practice Improvements
  - Review Task 5—Review Air Carrier Training
  - Report by ATA on the status of implementing ATSRAC-recommended wire codes
- If the Aging Transport Systems Rulemaking Advisory Committee