

disapproval of FAR part 150 program recommendations is measured according to the standards expressed in part 150 and Title 49 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 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 the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to the FAA's approval of an airport noise compatibility program are delineated in FAR part 150, §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 a FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and a 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. Where Federal funding is sought, requests for program grants must be submitted to the FAA Airports Division Office in Fort Worth, Texas.

The City of Austin submitted to the FAA on May 25, 2000, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from October 1998 through May 2000. On April 5, 1999, the FAA determined that the noise exposure maps submitted by the City of Austin for Austin-Bergstrom International Airport under part 150 were in compliance with applicable

requirements. Notices of these determinations were published in the **Federal Register** on April 20, 1999, and May 25, 2000, respectively.

The Austin-Bergstrom International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in Title 49. The FAA began its review of the program on May 8, 2000, 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 program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained three proposed actions for noise mitigation on and off the airport that requested FAA approval. The FAA completed its review and determined that the procedural and substantive requirements of Title 49 and FAR part 150 have been satisfied. The overall program, therefore, was approved by the Administrator effective November 7, 2000.

Outright approval was granted for the three proposed action elements in the noise compatibility program where the City of Austin requested federal approval. Approved action elements included a "Fly Quiet Program" involving a voluntary preferential runway use policy and flight track management procedures, land use mitigation measures involving a land acquisition program and a sound insulation program, and program management measures involving a flight track and noise monitoring system, and provisions for updating the noise exposure map and noise compatibility program. These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on November 7, 2000. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal are available at the FAA office listed above and at the administrative offices of: City of Austin, Department of Aviation, Austin-Bergstrom International Airport, 3600 Presidential Boulevard, Austin, Texas 78719.

Issued in Fort Worth, Texas, November 20, 2000.

Naomi L. Saunders,
Manager, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc.; Government/Industry Free Flight Steering Committee, Revised Agenda

The December 13 RTCA Free Flight Steering Committee meeting announced in the **Federal Register**, 65 FR 70869 (Tuesday, November 28, 2000), has been revised.

The revised agenda reads as follows: The agenda will include: (1) Welcome and Opening Remarks; (2) Review Summary of the Previous Meeting; (3) Report from FAA: (a) Free Flight Phase 1 Operational Assessment Update; (b) End-to-End Checklist for Safe Flight 21 Applications; (c) FAA Primary En Route Radar Restructuring Program; (4) Report and Recommendations from the Free Flight Select Committee; (d) National Airspace System Concept of Operations; (e) Addendum 4: Free Flight Phase 2; (5) CNS/ATM Focus Team Data Link Report; (6) National Airspace System Operational Evolution Plan; (7) Other Business; (8) Date and Location of Next Meeting; (9) Closing Remarks.

Persons wishing to present statements or obtain information should contact the RTCA, Inc., at (202) 833-9339 (phone), (202) 833-9434 (facsimile).

Issued in Washington, DC on November 30, 2000.

Janice L. Peters,
Designated Official.

[FR Doc. 00-31092 Filed 12-5-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application to a Passenger Facility Charge (PFC) at Killeen Municipal Airport, Killeen, TX and Use the Revenue at Killeen Municipal Airport and Robert Gray Army Airfield

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose at Killeen

Municipal Airport and use the revenue from a PFC at Killeen Municipal Airport and Robert Gray Army Airfield 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).

DATES: Comments must be received on or before January 5, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, PFC Program Manager, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Don O. Christian, Manager of Killeen Municipal Airport at the following address: Mr. Don O. Christian, Director of Aviation, Killeen Municipal Airport, 1525 Airport Drive, Box A, Killeen, TX 76543-5536.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, PFC Program Manager, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose the revenue from a PFC at Killeen Municipal Airport and use the revenue at Killeen Municipal Airport (ILE) and Robert Gray Army Airfield (GRK) 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).

On November 22, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 24, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50

Proposed charge effective date: May 1, 2001.

Proposed charge expiration date: July 1, 2005.

Total estimated PFC revenue: \$2,570,000.

PFC application number: 01-05-C-00-ILE.

Brief description of proposed project(s):

Projects To Impose and Use PFC's:

1. Construct Partial Parallel Taxiway to Runway 15-33 (GRK).
2. Terminal Facilities Site Work, Utilities and Access Road (GRK).
3. Construct Terminal Building and Apron (GRK).
4. Acquire Additional Land for Terminal (GRK).
5. Runway Safety Area Improvements (ILE).

Proposed class or classes of air carriers to be exempted from collecting PFC's: FAR Part 135 on demand air Taxi/Commercial Operator (ATCO) reporting on FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Killeen Municipal Airport.

Issued in Fort Worth, Texas on November 22, 2000.

Naomi L. Saunders,

Manager, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Noise Screen

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of change in air traffic noise screen policy.

SUMMARY: This action changes the FAA Air Traffic Noise Screen (ATNS) policy to incorporate an administrative change in the procedures to conduct the ATNS. This action is issued as a Final Notice without prior notice because this change is administrative and/or required by statute. Also, the current adoption of the policy change is in the public interest.

DATES: Effective January 5, 2001.

FOR FURTHER INFORMATION CONTACT: William J. Marx, Environmental Programs Division, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; Telephone: (202) 267-3705.

SUPPLEMENTARY INFORMATION:

Background

In 1987 the Federal Aviation Administration (FAA) implemented the Expanded East Coast Plan (EECP). At that time air traffic proposed actions above 3,000 feet above ground level (AGL) were considered non-controversial by nature and were categorically excluded from further environmental review under the National Environmental Policy Act of 1969. When the EECP was categorically excluded from further environmental review, populations in New Jersey reacted strongly. The action became highly controversial, and Congress mandated that an Environmental Impact Statement (EIS) be completed by the FAA. At that time, there was no precedence for analyzing noise effects from aircraft above 3,000 feet AGL.

In 1991 Air Traffic Services began the Congressionally mandated EIS of air traffic procedural actions associated with the EECP. Populations in the study area were analyzed for noticeable changes (± 5 decibels on an average annual basis) in their exposure to aircraft noise due to the EECP.

The FAA chose to model predicted change in noise exposure up to 18,000 feet AGL to insure that communities with predicted 45 decibel (dB) Day Night Level (DNL) (average aircraft noise level over a 24 hour period averaged over the course of a year) noise footprints were included in the study area. The resulting Air Traffic Noise Screen (ATNS) was created to address airspace changes that may cause controversy on environmental grounds at altitudes between 3,000 feet AGL and 18,000 feet AGL. It was a factor to be considered in determining whether actions normally categorically excluded from further environmental review should be reviewed as part of an environmental assessment because of the potential for community annoyance and reaction.

Since the EECP EIS, Air Traffic Services has used 18,000 feet AGL as the altitude ceiling when screening for potentially controversial noise exposures that could be expected from proposed air traffic actions. In 1999 the FAA's Office of Air Traffic Airspace Management initiated a scientific study