

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.*

[FR Doc. 00-31089 Filed 12-5-00; 8:45 am]

**BILLING CODE 4910-13-M**

**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 ( $\pm 5$  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

of the ATNS to rigorously analyze predicted noise exposures using different altitude ceilings. Using a research and development tool, FAA analyzed data from a major airspace project and proposed alternative that reflected the largest proposed changes to the current area airspace design. The science-based study provided analysis on the difference in noise screening results by comparing results using an 18,000 feet AGL altitude ceiling with results using 10,000, 12,000, 14,000, and 16,000 feet AGL. Completed in July 1999, the results revealed equivalent predicted noise exposure values using a 10,000 feet ceiling as were predicted using a 18,000 feet ceiling. In addition, since the ATNS was implemented, proposals to change air traffic procedures have not identified 5 decibel or greater changes at altitudes above 10,000 feet AGL.

The results of this analysis confirm that an altitude cut-off of 10,000 feet AGL has materially the same predictive capability as the ATNS run to 18,000 feet AGL. The FAA has determined that the public interest is served by this action. The policy change enables the Air Traffic Service to avoid unproductive agency resource use; further, the policy change enables resource allocation to more timely analysis of environmental conditions for proposed airspace projects without changing environmental protection and consideration to affected communities.

#### Air Traffic Noise Screen Policy

Beyond the airport environs, aircraft following air traffic routes and procedures normally do not significantly influence the noise environment of underlying land uses. Air traffic procedures for operations over 3,000 feet AGL are normally categorically excluded from environmental assessment requirements delineated in FAA Order 1050.1, Environmental Impacts: Policies and Procedures.

At the same time, in recognition that some actions that are normally categorically excluded can be highly controversial on environmental grounds, the FAA has developed the ATNS which allows air traffic specialists and planners to evaluate potential noise impacts from proposed air traffic changes. The ATNS is a computerized noise screening procedure that provides guidance to air traffic managers in identifying air traffic changes that will increase aircraft noise exposure, and the possible need for an environmental assessment.

The ATNS will be used to evaluate proposed changes in arrival procedures

between 3,000 feet and 7,000 feet and departure procedures between 3,000 and 10,000 feet AGL, for large civil jet aircraft weighing over 75,000 pounds. Where a proposed change would cause an increase in noise of 5 dB DNL or greater, FAA considers whether there are extraordinary circumstances in accordance with Order 1050.1 that warrant preparation of an environmental assessment.

Issued in Washington, DC November 30, 2000.

**Nancy B. Kalinowski,**

*Deputy Program Director for Air Traffic Airspace Management, ATA-1.*

[FR Doc. 00-31090 Filed 12-5-00; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Pilot Program To Permit Cost-Sharing of Air Traffic Modernization Projects

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

**ACTION:** Notice of final program guidance; request for sponsors' expressions of interest for air traffic modernization cost-sharing projects for fiscal years 2001, 2002, and 2003.

**SUMMARY:** On August 14, 2000, the FAA issued proposed program guidance on Section 304 of the Wendell H. Ford Aviation and Investment Reform Act for the 21st Century (AIR-21), which authorizes a pilot program for cost-sharing of air traffic modernization projects. The FAA is now issuing final program guidance and is requesting sponsors' expressions of interest for cost-sharing projects for fiscal years 2001, 2002, and 2003. The comments that the FAA received on the proposed guidelines and FAA's responses can be found below under the heading **SUPPLEMENTARY INFORMATION**. The purpose of Section 304 is to improve aviation safety and enhance mobility by encouraging non-Federal investment on a pilot program basis in critical air traffic control facilities and equipment. Under the pilot program, the Secretary of Transportation may make grants to eligible project sponsors for not more than ten eligible projects, with each project limited to Federal funding of \$15,000,000 and a 33 percent Federal cost share. A project sponsor may be a public-use airport (or a group of public-use airports), or a joint venture between a public-use airport (and a group of public-use airports) and one or more U.S. air carriers.

**DATES:** Initial sponsors' expressions of interest should be received by the FAA's Air Traffic System Requirements Service on or before January 19, 2001.

**ADDRESSES:** Sponsors' expressions of interest should be mailed or delivered, in duplicate, to the Federal Aviation Administration, Air Traffic System Requirements Service (ARS-1), Room 8206, 400 7th Street, SW, Washington, DC 20590. Electronic submissions of expressions of interests will not be accepted. Deliveries may be made between 8:30 a.m. and 5 p.m. weekdays, except Federal holidays. An electronic copy of this notice may be downloaded using a modem and suitable communications software from the FAA regulations section of the FedWorld electronic bulletin board service (telephone: 703-321-3339) or the Government Printing Office's electronic bulletin board service (telephone: 202-512-1661).

**FOR FURTHER INFORMATION CONTACT:** Ward Keech (202-267-3312) or Charles Monico (202-267-9527), Office of Aviation Policy and Plans (APO), Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION

##### 1. Background

In performing its mission of providing a safe and efficient air transportation system, the FAA operates and maintains a complex air traffic control system infrastructure. Section 304 of the Wendell H. Ford Aviation and Investment Reform Act for the 21st Century (AIR-21) authorizes a pilot program to permit cost-sharing of air traffic modernization projects, under which airports and airport/airline joint ventures may procure and install facilities and equipment in cooperation with the FAA. The purpose of Section 304 is to improve aviation safety and enhance mobility in the air transportation by encouraging non-Federal investment on a pilot program basis in critical air traffic control facilities and equipment. The pilot program is intended to allow project sponsors to achieve accelerated deployment of eligible facilities or equipment, and to help expand aviation infrastructure.

This notice responds to congressional direction that the FAA issue advisory guidelines on implementation of the pilot program.

##### 2. Responses to Comments Requested in August 14, 2000 Federal Register Notice

The August 14, 2000, notice requested comments on FAA's proposed program