

Section 104(b) of the Act. The FAA began its review of the program on May 31, 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. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The Acting Associate Administrator for Airports approved the overall program effective November 27, 2000.

All three of the program measures have been approved. The following measure was approved as a voluntary measure: Publication and implementation of an informal runway use program. The following two measures were approved outright: Continue monitoring of development proposals in Lanai Airport environs, disclosing airport Noise Exposure Maps to the community; annually monitor aircraft noise levels and operations at Lanai Airport and conduct public informational meetings on the progress of the Part 150 Program.

These determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator for Airports on November 27, 2000. 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 the state of Hawaii, Honolulu, Hawaii.

Issued in Hawthorne, California, on December 5, 2000.

Herman C. Bliss,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice, Tampa International Airport, Tampa, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the existing

conditions noise exposure map submitted by Hillsborough County Aviation Authority for Tampa International Airport 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.

EFFECTIVE DATE: The effective date of the FAA's determination on the existing conditions noise exposure map is December 5, 2000.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397, (407) 648-6583, Extension 29.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the existing conditions noise exposure map submitted for Tampa International Airport is in compliance with applicable requirements of Part 150, effective December 5, 2000. The 5-year noise exposure map was not revised.

Under Section 103 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 FAA has completed its review of the noise exposure map and related descriptions submitted by Hillsborough County Aviation Authority. The specific map under consideration is "2000 Existing Conditions Noise Exposure Map with Revised Noise Compatibility Program" shown as Figure 6-3R in the submission. The FAA has determined that this map for Tampa International

Airport is in compliance with applicable requirements. This determination is effective on December 5, 2000. FAA's determination on an airport operator's noise exposure map is limited to a finding that the map was 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.

Copies of the noise exposure map and of the FAA's evaluation of the map is available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 9677
Tradeport Drive, Suite 130, Orlando,
Florida 32827-5397

Hillsborough County Aviation
Authority, Tampa International
Airport, 3rd Floor, Blue Side,
Landside Terminal Building, Tampa,
FL 33607

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

Issued in Orlando, Florida, December 5, 2000.

W. Dean Stringer,

Manager, Orlando Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Acceptance of Noise Exposure Maps for Hilo International Airport, Hilo, Hawaii

AGENCY: Federal Aviation Administration, Department of Transportation.

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 Hilo International Airport, Hilo, Hawaii, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and Title 14, Code of Federal Regulations, part 150, are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's acceptance of the Noise Exposure Maps for Hilo International Airport is November 28, 2000.

FOR FURTHER INFORMATION CONTACT: David J. Welhouse, Airport Planner, Honolulu Airports District Office, Federal Aviation Administration. Mailing Address: Box 50244, Honolulu, Hawaii 96850. Street Address: 300 Ala Moana Blvd, Room 7-128, Honolulu, Hawaii 96813. Telephone (808) 541-1243.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for Hilo International Airport are in compliance with the applicable requirements of Title 14, Code of Federal Regulations, part 150 (hereafter referred to as "FAR part 150"), effective November 28, 2000.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereafter 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 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 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 FAA has completed its review of the Noise Exposure Maps and supporting documentation submitted by the State of Hawaii, Department of Transportation. The specific maps under consideration are Figure 4-1, Base Year (2000) Noise Exposure Map, and Figure 5-1, Five Year (2005) Noise Exposure Map (No Mitigation Scenario), in the submission. The FAA has determined that these maps for Hilo International Airport are in compliance with applicable requirements. This determination is effective on November 28, 2000. FAA's acceptance of 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 acceptance 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 delineated overlaying of noise exposure on maps 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 § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the Noise Exposure Maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591
 Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15999 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 Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819
 State of Hawaii, Department of Transportation, Airports Division, Assistant District Office Manager, Hilo International Airport, Hilo, Hawaii 96720

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

Issued in Hawthorne, California on November 28, 2000.

Herman C. Bliss,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: The FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held from January 22-25, 2001, from 9 a.m. to 5 p.m. each day.

ADDRESSES: The meeting will be held at the Southwest Airlines Training Center, 2750 Seelco Street, Dallas, Texas 75235.