

Part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of Part 150 program recommendations is measured according to the standards expressed in Part 150 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 noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Programs 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 FAA's approval of an airport Noise Compatibility Program are delineated in FAR Part 150, Section 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 an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an 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 project grants must be submitted to the FAA Airports District Office in Honolulu, Hawaii.

The State of Hawaii, Department of Transportation submitted to the FAA on December 3, 1998 (original submittal) and April 12, 2000 (revised pages), the noise exposure maps, descriptions, and other documentation produced during

the noise compatibility planning study conducted from May 1997 through November 1998. The Dillingham Airfield noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 14, 2000. Notice of this determination was published in the **Federal Register** on September 27, 2000.

The Dillingham Airfield study contains a proposed Noise Compatibility Program comprised of actions designed for 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 section 104(b) of the Act. The FAA began its review of the program on September 14, 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 eight 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 Part 150 have been satisfied. The Acting Associate Administrator for Airports approved the overall program effective March 13, 2001.

Seven of the eight program measures have been approved. The following measure was approved as a voluntary measure: Seek voluntary cooperation to fly over open spaces and the ocean. The following measures were approved outright: Sound attention of impacted residence; Use comprehensive planning and zoning; acquire aviation easements; acquire development rights; review and modify subdivision regulations; and, use of tax incentives. The following measure was disapproved pending submission of additional information: Land banking.

These determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator for Airports on March 13, 2001. 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.

Issued in Hawthorne, California on March 22, 2001.

Herman C. Bliss,

Manager, Airports Division.

[FR Doc. 01-7951 Filed 3-30-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Security Advisory Committee Meeting

SUMMARY: Notice is hereby given of a meeting of the Aviation Security Advisory Committee.

DATES: The meeting will be held April 19, 2001, from 10:00 a.m. to 1:00 p.m.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., 10th floor, MacCracken Room, Washington, D.C. 20591, telephone 202-267-7622.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 11), notice is hereby given of a meeting of the Aviation Security Advisory Committee to be held April 19, 2001, at the Federal Aviation Administration, 800 Independence Avenue, SW., 10th floor, MacCracken Room, Washington, D.C. The agenda for the meeting will include: The Implementation of the Airport Security Improvement Act of 2000, the Status of the Expansion of the Electronic Fingerprinting Pilot Program, the status of the Verification Card Program Pilot, the status of FAA Regulatory Actions and the Security Equipment Integrated Product Team. The meeting is open to the public but attendance is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person. Members of the public are welcome to present written material to the committee at any time. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone 202-267-7622.

Issued in Washington, D.C., on March 21, 2001.

Patrick T. McDonnell,

Acting, Associate Administrator for Civil Aviation Security.

[FR Doc. 01-7953 Filed 3-30-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Valdosta Regional Airport, Valdosta, GA

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 and use the revenue from a PFC at Valdosta Regional Airport 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 May 2, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Campus Building, 1701 Columbia Ave., Suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Robert A. Ator, Executive Director of the Valdosta-Lowndes County Airport Authority at the following address: Valdosta-Lowndes County Airport Authority, 1750 Airport Road, Suite 1, Valdosta, GA 31601.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Valdosta-Lowndes County Airport Authority under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Rusty Nealis, Program Manager, Atlanta Airports District Office, 404-305-7142. 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 and use the revenue from a PFC at Valdosta Regional Airport 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 March 20, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by Valdosta-Lowndes County Airport Authority was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 4, 2001.

The following is a brief overview of the application.

PFC Application No.: 01-05-C-00-VLD.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: July 1, 2001.

Proposed charge expiration date: September 30, 2004.

Total estimated net PFC revenue: \$408,926.

Brief description of proposed project(s):

- Project No. 12 Master Plan
- Project No. 13 Install Part 139 signage
- Project No. 14 Install lighting on Airport Apron
- Project No. 15 Paint Runway Marking
- Project No. 16 Construct Aircraft Parking Apron for New Commercial Air Terminal
- Project No. 17 Construct Partial Parallel Taxiway and Taxiway Stub
- Project No. 18 Rehabilitate Runway Lighting Runway 17/35 and Replace Weather Reporting Equipment Cable
- Project No. 19 Install Sliding Security Gates with Key Pads
- Project No. 20 Approach Zone Obstruction Study
- Project No. 21 Repair Drainage Problems
- Project No. 22 Runway Hold Bar Marking
- Project No. 23 Purchase of Passenger Lift Device
- Project No. 24 Tree Removal around ASOS
- Project No. 25 Preparation of PFC Applications
- Project No. 26 RPZ Obstruction Clearing
- Project No. 27 Overlay Taxiway "C"
- Project No. 28 Overlay Taxiway "F"
- Project No. 29 Replace Rotating Beacon
- Project No. 30 Replace VASI with PAPI and install REILs on Runway 4/22
- Project No. 31 Replace VASI with PAPI on Runway 17 and install PAPI on Runway 35
- Project No. 32 Expand Terminal Parking Lot

Project No. 33 Construct Perimeter Road around North End of Runway 17/35

Project No. 34 Rehabilitate Taxiway "A"

Project No. 35 Rehabilitate General Aviation Apron

Project No. 36 Obtain Avigation or Fee Simple Easement off the ends of Runway 4/22

Project No. 37 Non-Precision Approach Runway Markings for Runway 4/22

Project No. 38 Expand Computer Apron

Project No. 39 Environmental Assessment for Runway 17 Extension

Project No. 40 Construct T-hangar Taxilane

Project No. 41 Extend Taxiway "M"

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Nonscheduled/On-Demand Air Carriers filing FAA form 1800-31 and Nonscheduled Large Certificated Route Air Carriers filing RSPA form T-100.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

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

Issued in Atlanta, GA on March 20, 2001.

Scott L. Seritt,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 01-7954 Filed 3-30-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Railroad Administration

Environmental Impact Statement: Kelso-Martin's Bluff Rail Project, Washington

AGENCY: Federal Highway Administration (FHWA), and Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of intent.

SUMMARY: The FHWA and the FRA are issuing this notice to advise the public that as joint lead federal agencies and in cooperation with the Washington State Department of Transportation, they will prepare an environmental impact statement for a proposed rail corridor improvement project on the Burlington Northern Santa Fe Railroad mainline