

Protection Subcommittee will meet on Sunday, October 28, 2001, from 9 a.m. to noon. These meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before October 12, 2001. Requests to have a copy of your material distributed to each member of the committee or subcommittees should reach the Coast Guard on or before October 5, 2001.

**ADDRESSES:** NBSAC will meet at the Boston Marriott Quincy, 1000 Marriott Drive, Quincy, Massachusetts. The subcommittee meetings will be held at the same address. Send written material and requests to make oral presentations to Mr. Albert J. Marmo, Commandant (G-OPB-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. You may obtain a copy of this notice by calling the U.S. Coast Guard Infoline at 1-800-368-5647. This notice is available on the Internet at <http://dms.dot.gov> or at the Web Site for the Office of Boating Safety at URL address [www.uscgboating.org](http://www.uscgboating.org).

**FOR FURTHER INFORMATION CONTACT:** Albert J. Marmo, Executive Director of NBSAC, telephone 202-267-0950, fax 202-267-4285.

**SUPPLEMENTARY INFORMATION:** Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

#### Agendas of Meetings

*National Boating Safety Advisory Council (NBSAC).* The agenda includes the following:

- (1) Executive Director's report.
- (2) Chairman's session.
- (3) Prevention Through People Subcommittee report.
- (4) Boat Occupant Protection Subcommittee report.
- (5) Recreational Boating Safety Program report.
- (6) Coast Guard Auxiliary report.
- (7) Canadian Coast Guard report.
- (8) National Association of State Boating Law Administrators Report.
- (9) Report on boating safety education in Quincy, Massachusetts public schools.
- (10) Discussion on boating under the influence enforcement.
- (11) Discussion on waterways management issues associated with high speed recreational vessels.
- (12) Discussion on houseboat carbon monoxide issues.
- (13) Discussion on proposed rulemaking on wearing of personal flotation devices by children under 13 years of age. (A summary of public

comments received in response to the notice of proposed rulemaking will be provided at the NBSAC meeting and will also be available in the docket for this rulemaking [USCG-2000-8589] along with a summary of NBSAC discussion.)

(14) Report on boating injury data capture in hospital emergency departments grant project.

(15) Update on personal flotation device issues.

(16) Update on the boat factory visit program.

*Prevention Through People Subcommittee.* The agenda includes the following:

- (1) Discuss canoe, kayak and other human-powered craft safety issues.
- (2) Discuss partnering with retailers to get boating safety information to boat owners and operators.
- (3) Discuss status of mandatory education.
- (4) Update on navigation light projects, rulemaking and other issues.
- (5) Update on current regulatory projects, grants and contracts dealing with personal flotation devices.
- (6) Update on "Operation BoatSmart" and other boating safety outreach initiatives.

*Boat Occupant Protection Subcommittee.* The agenda includes the following:

- (1) Discuss weight and horsepower compliance issues related to 4-stroke engines.
- (2) Discuss industry standard warning label for boats.
- (3) Discuss comparative safety of certified boats.
- (4) Update on current regulatory projects, grants and contracts impacting boat occupant protection.

#### Procedural

All meetings are open to the public. Please note that the meetings may close early if all business is finished. At the Chairs' discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the Executive Director no later than October 12, 2001. Written material for distribution at a meeting should reach the Coast Guard no later than October 12, 2001. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of a meeting, please submit 25 copies to the Executive Director no later than October 5, 2001.

#### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities

or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: September 20, 2001.

**Kenneth T. Venuto,**

*Rear Admiral, U.S. Coast Guard, Director of Operations Policy.*

[FR Doc. 01-24235 Filed 9-26-01; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program Phoenix Sky Harbor International Airport, Phoenix, Arizona

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program Submitted by the city of Phoenix, Phoenix, Arizona, 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 (FAR part 150). These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On October 10, 2000, the FAA determined that the noise exposure maps submitted by the city of Phoenix under FAR Part 150 were in compliance with applicable requirements. On September 7, 2001, the Acting Associate Administrator for Airports approved the Phoenix Sky Harbor International Airport Noise Compatibility Program. All thirty-two program measures have been approved. Nine measures were approved as voluntary measures and twenty-three measures were approved outright.

**EFFECTIVE DATES:** The effective date of the FAA's approval of the Phoenix Sky Harbor International airport Noise Compatibility Program is September 7, 2001.

**FOR FURTHER INFORMATION CONTACT:** Brian Armstrong, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Los Angeles, California 90009-2007. Telephone: (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. Documents reflecting this FAA action may be reviewed at this location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the Noise

Compatibility Program for the Phoenix Sky Harbor International Airport, effective September 7, 2001. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a Noise Exposure Map, may submit to the FAA, a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with FAR 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 FAR part 150 program recommendations is measured according to the standards expressed in FAR 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. 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 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 project grants must be submitted to the FAA Airports Division office in Hawthorne, California.

The city of Phoenix submitted the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from November 1998 through October 2000 to the FAA on October 2, 2001. The Phoenix Sky Harbor International Airport Noise Exposure maps were determined by FAA to be in compliance with applicable requirements on October 10, 2000. Notice of this determination was published in the **Federal Register** on October 25, 2000.

The Phoenix Sky Harbor International Airport 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 March 12, 2001, 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 programs contained thirty-two 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 September 7, 2001.

All thirty-two program measures have been approved. The following nine measures were approved as voluntary measures: Continue the runway use program calling for the equalization of departure operations to the east and west for both daytime and nighttime; Continue promoting use of AC 91-53A Noise Abatement Departure Procedures

by air carrier jets; Continue promoting use of NBAA Noise Abatement Procedures or equivalent manufacturer procedures, by general aviation jet aircraft; Continue DP (departure) procedure for Runway 26L (now 25R) requiring a turn to a 240-degree heading; Continue the 4-DME departure route procedure which overflies the Salt River by all jets and large propeller aircraft departing Runway 8L/R (now 8 and 7L); Implement the 4-DME departure route procedure for all jet and large propeller aircraft departing Runway 7 (now 7R); Direct propeller aircraft departing Runway 7 (now 7R) to turn to a 120-degree heading upon reaching the end of the runway; Direct aircraft departing Runway 25 (now 25L) to turn to a 240-degree heading upon reaching the end of the runway; and, Establish a side-step approach to Runway 25 (now 25L) for noise abatement.

The following twenty-three measures were approved outright: Continue requiring compliance with the Airport Engine Test Run-up Policy; Encourage the use of DGPS, RNAV, and FMS equipment to enhance noise abatement navigation; Build engine maintenance run-up enclosure; Support 161st Air Refueling Wing of the Arizona Air National Guard's efforts to re-engine KC-135 Aircraft; Sound insulate single family homes within the 1992 65 DNL contour and single family homes outside the 1992 65 DNL contour but inside the 1999 65 DNL Contour; Sound Insulate approximately ten schools within the 1999 65 DNL Contour; Acoustical Treatment of Community Center and place of worship classrooms/meeting rooms within the 1999 65 DNL Contour; Voluntary Acquisition and Redevelopment: Acquire dwellings north and west (to 7th street) of the airport within the 1999 [65 and] 70 DNL Contour; Exchange dwellings impacted within the 70 DNL noise contour with a dwelling outside the 65 DNL noise contour; Update General Plans to reflect the 1999 noise contour planning boundary from Part 150 Study as basis for noise compatibility planning; Amend General Plan designations to reflect existing compatible and existing lower density land uses within the Noise Contour Planning Boundary (NCPB); General Plan Amendment: Amend Mixed Use designations within the 1999 65 DNL contour to exclude residential; Enact guidelines specifying noise compatibility criteria for the review of development projects within the Noise Contour Planning Boundary (NCPB); Retain compatible land use zoning within the Noise Contour Planning Boundary (NCPB); Amend

Zoning Map to reflect General Plan and existing compatible land uses within the Noise Contour Planning Boundary (NCPB); Encourage rezoning several large tracts of land currently developed with low density residential but zoned for higher density non-compatible land uses within the 1999 65 DNL noise exposure contour; Enact overlay zoning to provide noise compatibility land use standards near Airport; Subdivision Regulation Amendment: Require recording of fair disclosure agreements and covenants and over flights within the Noise Contour Planning Boundary (NCPB); Building Code Amendment: Enact construction standards within the Noise Contour Planning Boundary (NCPB); Continue noise abatement information program; Monitor implementation of updated Noise Compatibility Program; Update Noise Exposure Maps and Noise Compatibility Program; and, Expand flight track monitoring coverage.

These determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator for Airports on September 7, 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 city of Phoenix, Phoenix, Arizona.

Issued in Hawthorne, California on September 18, 2001.

**Herman C. Bliss,**

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

[FR Doc. 01-24218 Filed 9-26-01; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use Revenue From a Passenger Facility Charge (PFC) at Nashville International Airport, Nashville, Tennessee

**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 revenue from a PFC at Nashville International 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 October 29, 2001.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, Tennessee 38116-3841.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Paul Regalado, President of the Metropolitan Nashville Airport Authority at the following address:

One Terminal Drive, Suite 501, Nashville, Tennessee, 37214.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Metropolitan Nashville Airport Authority under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Cynthia K. Wills, Program Manager, Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, Tennessee 38116-3841, (901) 544-3495, extension 16. 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 revenue from a PFC at Nashville International 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 September 20, 2001, the FAA determined that the application to impose and use revenue from a PFC submitted by Metropolitan Nashville 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 January 4, 2002.

The following is a brief overview of the application.

*PFC Application No.:* 01-09-C-00-BNA.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* September 1, 2002.

*Proposed charge expiration date:* August 31, 2004.

*Total estimated net PFC revenue:* \$26,005,000.

*Brief description of proposed project(s):* Donelson Pike and Terminal Drive Relocation; Inbound Baggage Carousel Security Cages; Elevator on

“A” Concourse; Airfield Pavement Rehabilitation; Airfield Hold Bar Modifications; PAPI Lights on RW’s 2L & 31; ARFF Vehicle; Cargo Area Infrastructure and Utility Improvements; Live Scan Fingerprint Equipment.

*Class of classes of air carriers which the public agency has requested not be required to collect PFCs:* Part 135 Air Taxi’s.

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 Metropolitan Nashville Airport Authority.

Issued in Memphis, Tennessee on September 20, 2001.

**LaVerne F. Reid,**

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 01-24220 Filed 9-26-01; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Assessment(s) or Environmental Impact Statement(s): Cuyahoga County, City of Cleveland, Ohio

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental assessment(s) or environmental impact statement(s) will be prepared for a proposed project in the City of Cleveland in Cuyahoga County, Ohio.

**FOR FURTHER INFORMATION CONTACT:**

Michael B. Armstrong, Urban Programs Engineer, Federal Highway Administration, 200 N. High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6855.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Ohio Department of Transportation (ODOT), will prepare an environmental assessment (EA) or environmental impact statement (EIS) on a proposal to reconstruct a portion of the Interstate Highway System, known as the Innerbelt, which travels through the City of Cleveland’s CBD. Specifically, the proposed action is being considered from Interstate 71 and W. 25th Street, on the west, through the Interstate 90/490