

*LU4 Citizens Noise Committee*

This measure is to establish a committee for the purpose of monitoring the effectiveness and implementation of the NCP measures and to conduct public education. The committee will make recommendations to the Board of County Commissioners. It will assist the airport staff with the monitoring of the NCP measures, community involvement and pilot education. (NCP revision, page 5–21, and Appendix H, page 14; and Table 5.2)

*FAA Action: Approved.*

*LU5 Florida Statute 333, Airport Zoning*

This measure will incorporate provisions consistent with Florida Statute 333, Airport Zoning Regulations to enhance land-use compatibility in the airport environs. By adopting this measure, the City and County will recognize the statute's provisions and incorporate it in whole or by reference in their comprehensive plans and land development codes. (NCP revisions, pages 5–21 and 5–22; Response to FAA Comments, page 11; and Table 5.2.)

*FAA Action: Approved.*

*LU6 Voluntary Land Acquisition*

This measure is for voluntary acquisition or sales assistance within the 60–65 DNL and 65–70 DNL noise contours. The sponsor will either purchase and relocate eligible residents in impacted areas or eligible property owners will be offered sales assistance if direct purchase and relocation is not acceptable to the owner. This program will comply with the Federal Uniform Relocation Act. (NCP revision, page 5–22, Appendix H, page 15; Response to FAA Comments, page 11; and Table 5.2)

*FAA Action: Approved.* The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding.

The FAA Federal guidelines state that impacts at noise levels of DNL 65 dB and greater are “significant” and lesser noise levels of DNL 55 to 64 dB are “moderately” impacted, (see compatible land use guidelines in Table 1 of FAR part 150). Properties located at levels less than the Federal “significant” criterion, such as the DNL 60 dB identified as locally significant by the airport sponsor, will receive a much lower priority for Federal financial assistance.

The airport operator has adopted a local deviation from the Federal land use compatibility guidelines published in FAR part 150, Table 1 (see revised

NCP Chapter 5, Table LU.1). The FAA notes that the adopted guidelines allow construction of non-compatible uses within those noise levels defined as “significant” by the airport operator. The FAA will not approve mitigation of noise-sensitive structures built after October 1, 1998.

*LU7 Redevelopment Program*

This measure encourages re-development of acquired or vacant property to a compatible use within the 60–65 DNL and 65–70 DNL noise contours. This includes properties acquired under LU6. If the property were resold, it would be subject to aviation easements attached to the deed to ensure long-term compatibility. The Federal Uniform Relocation Act will be satisfied for acquisitions with Federal funds. (NCP revision, page 5–22; Response to FAA Comments, page 12; and Tables 5.2)

*FAA Action: Approved to prepare a redevelopment plan for property acquired as part of this Record of Approval.*

*LU8 Voluntary Sound Insulation Program*

This measure proposes to develop a voluntary sound insulation program for existing sensitive receptors within the 60–65 DNL and 65–70 DNL noise contours. Existing structures will be renovated to include required NLR standards. A priority system will be established that includes mitigation for structures in the highest noise levels first. (NCP revision, page 5–23; Response to FAA Comments, page 12; and Tables 5.2)

*FAA Action: Approved.* The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding.

The FAA Federal guidelines state that impacts at noise levels of DNL 65 dB and greater are “significant” and lesser noise levels of DNL 55 to 64 dB are “moderately” impacted, (see compatible land use guidelines in Table 1 of FAR Part 150). Properties located at levels less than the Federal “significant” criterion, such as the DNL 60 dB identified as locally significant by the airport sponsor, will receive a much lower priority for Federal financial assistance.

The airport operator has adopted a local deviation from the Federal compatible land use guidelines published in FAR part 150, Table 1 (see revised NCP Chapter 5, Table LU.1). The FAA notes that the adopted guidelines allow construction of non-compatible

uses within those noise levels defined as significant by the airport operator. FAA will not approve mitigation of noise-sensitive structures built after October 1, 1998.

*LU9 Voluntary Aviation Easement Acquisition Program*

This measure allows for the purchase of easements within the 60–65 DNL and 65–70 DNL noise contours to ensure continued land use compatibility of properties where the County has taken other actions to mitigate noise within the DNL 60 dB noise contour. A property owner, in exchange for sound insulation, may grant an easement as outlined in LU8 above. Easements may also be purchased from property owners who are eligible but choose not to participate in a sound insulation program. Easements may also be placed on a property acquired under LU6 or LU7. (NCP revision, page 5–23; and Table 5.2)

*FAA Action: Approved.* The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on January 26, 2004. 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 office of the Martin County.

Issued in Orlando, Florida, on February 10, 2004.

**Matthew J. Thys,**

*Acting Manager, Orlando, Airports District Office.*

[FR Doc. 04–4192 Filed 2–25–04; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Noise Exposure Map Notice; Georgetown Municipal Airport, Georgetown, TX**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the city of Georgetown for the Georgetown Municipal Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation

Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is January 26, 2004.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Paul Blackford, Program Manager,  
Federal Aviation Administration,  
Texas Airports Development Office,  
ASW-650, 2601 Meacham Boulevard,  
Fort Worth, Texas 76193-0650,  
Telephone: (817) 222-5607.

Mr. Travis McLain, P.O. Box 409,  
Georgetown, Texas 78627, (512) 930-  
3666.

Ms. Michelle Hannah, Texas  
Department of Transportation,  
Aviation Division, 125 East 11th  
Street, Austin, Texas 78701-2483,  
(512) 416-4500.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Georgetown Municipal Airport are in compliance with applicable requirements of part 150, effective January 26, 2004. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict nonprojected 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 the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the city of Georgetown. The documentation that constitutes the "noise exposure maps" as defined in § 150.7 of part 150 includes: Exhibits 1, 2, 3A, 3E-3G, and Tracks 4A, 4B, 4D and 4E. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 26, 2004.

FAA's determination on 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 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 47503 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 47506 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 that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 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 full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas; city of Georgetown, P.O. Box 409, Georgetown, Texas. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, January 26, 2004.

**Naomi L. Saunders,**  
*Manager, Airports Division.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Finding of No Significant Impact.

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

**ACTION:** Finding of no significant impact.

**SUMMARY:** The Federal Aviation Administration (FAA) prepared an Environmental Assessment (EA) to evaluate the East Kern Airport District (EKAD) proposal to operate a commercial launch facility at the Mojave Airport in Mojave, California. The EA also evaluated the potential environmental impacts of launches of two types of horizontally launched suborbital vehicles (Concept A and Concept B) proposed to be launched from the Mojave Airport. The EKAD owns and operates the Mojave Airport and must comply with the California Environmental Quality Act (CEQA) to operate a launch facility at the Mojave Airport. The EKAD was responsible for complying with the responsibilities of CEQA. In addition to the launch site operator license application from EKAD, Scaled Composites, LLC, is requesting a launch specific license and proposes to conduct up to six licensed launches in 2004 of the SpaceShipOne launch vehicle. This launch vehicle is similar to the Concept A vehicle described and analyzed in the EA. After reviewing and analyzing currently available data and information on existing conditions, project impacts, and measures to mitigate those impacts, the FAA, Office of the Associate Administrator for Commercial Space Transportation (AST) has determined that licensing the operation of the proposed launch site and issuing a launch specific license for up to six launches of the SpaceShipOne launch vehicle would not significantly affect the quality of the human environment within the meaning of the National Environmental Policy Act (NEPA). Therefore the preparation of an Environmental Impact Statement (EIS) is not required and AST is issuing a Finding of No Significant Impact (FONSI). The FAA made this determination in accordance with all applicable environmental laws.

**FOR A COPY OF THE FINDING OF NO SIGNIFICANT IMPACT REGARDING EKAD LAUNCH OPERATIONS AND SCALED COMPOSITES LAUNCH SPECIFIC LICENSE**

**CONTACT:** Ms. Michon Washington, FAA Environmental Specialist, Mojave Airport EA, c/o ICF Consulting, 9300 Lee Highway, Fairfax, VA 22031 or refer