

the requirements of Federal Aviation Regulation (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 introduction of additional non-compatible uses.

The Connecticut Department of Transportation submitted to the FAA, on March 2, 2004, a noise exposure map, descriptions, and other documentation that were produced during the Airport Noise Compatibility Planning (Part 150) study at Bradley International Airport from February 1999 to March 2004. It was requested that the FAA review this material as the noise exposure map, as directed in Section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Section 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Connecticut Department of Transportation. The specific maps under consideration were Figure 7-1, "2003 NEM [Noise Exposure Map] on Existing Land Use" and Figure 7-4, "Mitigated 2008 NEM on Existing Land Use", along with the supporting documentation in Noise Exposure Map and Noise Compatibility Program: Volume 1. The FAA has determined that the maps for Bradley International Airport are in compliance with applicable requirements. This determination is effective on April 21, 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 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 map 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 a noise exposure map. 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 the map, 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.

The FAA has formally received the noise compatibility program for Bradley International Airport, also effective on April 21, 2004. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before October 18, 2004. The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Connecticut Department of Transportation, Bradley International Airport, Administrative Offices, Terminal B, Windsor Locks, Connecticut 06096.

Federal Aviation Administration, New England Region, Airports Division, ANE-600, 16 New England Executive Park, Burlington, Massachusetts 01803.

Questions may be directed to the individual named above under the

heading: **FOR FURTHER INFORMATION CONTACT.**

Issued in Burlington, Massachusetts on April 21, 2004.

Vincent A. Scarano,

Manager, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program for Reno/Tahoe International Airport, Reno, NV

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Airport Authority of Washoe County under the provisions of Title I of the Aviation Safety and Noise Abatement Act, as amended, (Pub. L. 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On November 15, 2001, the FAA determined that the noise exposure maps submitted by Airport Authority of Washoe County under Part 150 were in compliance with applicable requirements.

DATES: Effective Date: The effective date of the FAA's approval of the Noise Compatibility Program for Reno/Tahoe International Airport is April 7, 2004.

FOR FURTHER INFORMATION CONTACT: Andy Richards, Manager, San Francisco Airports District Office, Airports Division, Western-Pacific Region, Federal Aviation Administration, 831 Mitten Road, Burlingame, California 94010. Telephone: 650/876-2778.

Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for Reno/Tahoe International Airport, effective April 7, 2004. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979, as amended (hereinafter referred to as the "Act") [recodified as 49 U.S.C. 47504], 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 non-compatible

land uses and prevention of additional non-compatible 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 Federal Aviation Regulations (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 Part 150 and the Act 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 non-compatible land uses around the airport and preventing the introduction of additional non-compatible 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 light 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 under the Airport and Airway Improvement Act of 1982, as amended. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Burlingame, California.

The Airport Authority of Washoe County submitted to the FAA on October 10, 2003, the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from December 8, 1995 through October 10, 2003. The Reno/Tahoe International Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on November 15, 2001. Notice of this determination was published in the **Federal Register** on November 27, 2001.

The Reno/Tahoe International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from (October 10, 2003 to beyond the year 2008). It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in 49 U.S.C. 47504 (formerly section 104(b) of the Act). The FAA began its review of the program on October 10, 2003 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified 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 twenty-four (24) proposed actions for noise abatement, noise mitigation, land use planning and program management 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 overall program was approved, by the Associate Administrator for Airports, effective April 7, 2004.

Outright approval was granted for all twenty-four (24) specific program measures. The approved measures included such items as: Continued use of the existing Preferential Runway Use Program; Continuance of the existing Aircraft Engine Maintenance Run-up Restrictions; Continuation of existing efforts to discourage Military Transient Training Flights; Maintenance of existing Nighttime Flight Corridors for General Aviation departures on Runways 7 and 16L/R; Continuation of

the usage of signs installed by the Airport Authority of Washoe County near the runway ends to notify pilots to use quiet flying techniques; Continuation of existing efforts to encourage the use of visual helicopter arrival and departure routes for noise abatement; Continuation and expansion of the existing acquisition of non-compatible land uses to be converted to compatible land uses within the 65 DNL contour; Continuation and update of Acoustical Treatment Program for dwelling units located within the 2005 65 DNL; Sound insulation of two schools within the Squared-off 2005 65 DNL contour; Sound insulation of three places of worship within the 65 DNL contour; Update General/Comprehensive Plans for the cities of Reno and Sparks, and the community of Truckee Meadows and Washoe County to reflect the Squared-off 2010 noise exposure contours from Part 150 Study as basis for noise compatibility planning; Amend General Comprehensive Plans for the cities of Reno and Sparks, and the community of Truckee Meadows to reflect existing compatible and existing lower density land uses within the Squared-off 2010 65 DNL Contour; Amend mixed use designations with the squared-off 2010 65 DNL contour to discourage residential land uses; Continue submission of development projects to the Reno/Tahoe International Airport (RON) area to the Airport Authority of Washoe County (AAWC) for review; Maintain existing compatible land uses within the Squared-off 65 DNL when possible; Revise Reno Airport Overlay Zoning to include the Squared-off 2010 Noise exposure contours and refinements to Land Use Standards; Enact Overlay Zoning in Sparks and Washoe County to provide Noise Compatibility Land Use Standards near the airport. Enact construction Standards within the Overlay Zoning Districts to establish specific construction standards for sound insulation to achieve a maximum interior noise level of 45 DNL; Pursue Airport Fair Disclosure legislation through lobbying the State of Nevada Legislation to enact specific legislation requiring fair disclosure of airport noise and over flight track monitoring system; Acquire Geographic Information System to Monitor Noise concerns and Program Implementation; Continue public Outreach and Noise Abatement Education Program; Monitor compliance with the noise abatement Element of the Noise Compatibility Program; Update Noise Exposure Maps and Review the NCP by Airport Management, as

necessary, at minimum every seven to ten years to respond to the changing conditions in the local area and the aviation industry. These determinations are set forth in detail in the Record of Approval signed by the Associate Administrator for Airports on April 7, 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 offices of the Airport Authority of Washoe County. The Record of Approval also will be available online at: <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Dated: Issued in Hawthorne, California, on April 22, 2004.

Mia Paredes Ratcliff,

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

[FR Doc. 04-9923 Filed 4-30-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 200: Integrated Modular Avionics (IMA)/ EUROCAE WG-60

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 200 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 200: Integrated Modular Avionics.

DATES: The meeting will be held on May 11-14, 2004 from 9 a.m. to 5 p.m.

ADDRESSES: The meeting will be held at EUROCE, 17 rue Hamelin, Paris, France.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>. (2) Mr. Christian Lefebvre; telephone +33 1 4505 7227; e-mail christian.lefebvre@eurocae.com.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 200 meeting. The agenda will include:

- May 11
 - Editorial Team Meeting
 - Subgroup meet in working sessions
- May 12
 - Opening Session (Welcome, Introductory and Administrative

- Remarks, Review Agenda, Review Summary of Previous Meeting)
- Review Action Items
- Review and Approve Subgroup Activities
- Target for this Meeting
- Subgroups Meet in Working Sessions
- May 13
 - Subgroups Meet in Working Sessions
- May 14
 - Review of Subgroup Meetings
 - Review of Consolidated Draft Document
 - Plans for Editorial Group Activities
 - Review of Action Items
 - Closing Session (Make Assignments, Date and Place of Next Meeting, Closing Remarks, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on April 15, 2004.

Robert Zoldos,

FAA Systems Engineer, RTCA Advisory Committee.

[FR Doc. 04-9925 Filed 4-30-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In March 2004, there were two applications approved. This notice also includes information on two applications, approved in January 2004, inadvertently left off the January 2004 notice. Additionally, six approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Dubuque Airport Commission, Dubuque, Iowa.

Application Number: 04-06-C-00-DBQ.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$253,795.

Earliest Charge Effective Date: June 1, 2004.

Estimated Charge Expiration Date: November 1, 2005.

Class of Air Carriers Not Required to Collect PFC's:

On-demand air taxi/commercial operations that enplane fewer than 500 passengers per year.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Dubuque Regional Airport.

Brief Description of Projects Approved for Collection and Use:

Environmental assessment and benefit cost analysis.

Rehabilitation of taxiway Charlie and lighting of Charlie and Delta taxiways.

Snow removal equipment.

Airport master plan.

Alpha southeast lighting.

Ground level loading brief.

Decision Date: January 14, 2004.

For Further Information Contact:

Lorna Sandridge, Central Region Airports Division, (816) 329-2641.

Public Agency: Waterloo Airport Commission, Waterloo, Iowa.

Application Number: 03-05-C-00-ALO.

Application type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$611,200.

Earliest Charge Effective Date: July 1, 2004.

Estimated Charge Expiration Date: April 1, 2007.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

PFC annual audit and program administration.

Part 139 guidance signs.

Acquisition of snow removal equipment.

Perimeter fencing.

Acquisition of aircraft rescue and firefighting equipment.

Tapple meter.