

example, reasons or data) for each request.

Issued in Kansas City, Missouri on September 21, 2004.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Addison Airport; Addison, 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 Town of Addison for Addison 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.

DATES: Effective Date: The effective date of the FAA's determination on the noise exposure maps is September 22, 2004.

FOR FURTHER INFORMATION CONTACT: Paul Blackford, Federal Aviation Administration, Airports Division, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298, telephone (817) 222-5607.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Addison Airport are in compliance with applicable requirements of part 150, effective September 22, 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 non-compatible land uses 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 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 Town of Addison. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of part 150 includes the following from the August 2004, 14 CFR part 150 Noise Compatibility Study Update: Exhibit 1, 2002 Noise Exposure Map Contour With Land Use; Exhibit 2, 2007 Noise Exposure Map Contour With Land Use; Exhibit 2E, Forecast Summary; Exhibit 3A, Aircraft Noise Measurement Sites and Table 3B, Measurement Results Summary; Table 3D, Operational Fleet Mix Projections and Table 3F, Existing Runway Use; Exhibits 3F-3H and 3J, Flight Tracks; Table 3G, Comparative Areas of Noise Exposure; Table 4B, Noise Sensitive Land Uses Exposed to 2002 Aircraft Noise; Table 4C, Population Exposed to 2002 Aircraft Noise; Table 4E, Noise—Sensitive Land Uses Exposed to 2007 Aircraft Noise; Appendix B, Coordination, Consultation, and Public Involvement. There are no Historic Resources within the DNL 65 contour. The FAA has determined that these noise exposure maps and accompanying documentation is in compliance with applicable requirements. This determination is effective on September 22, 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 section 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 is available for examination at the following locations: Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas; Mark Acevedo, Director of General Services, Town of Addison, 16801 Westgrove Drive, Addison, Texas 75001.

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

Issued in Fort Worth, Texas, September 22, 2004.

Naomi L. Saunders,

Manager, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

User Input to the Aviation Weather Technology Transfer (AWTT) Board

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

ACTION: Notice of public meeting.

SUMMARY: FAA will hold an informal public meeting to seek aviation weather user input. Details: October 12, 2004, Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada 89109; 10:30 p.m. to 3 p.m. in rooms N227/N228/N229/N230. The objective of this meeting is to provide an opportunity for interested aviation weather users to provide input on FAA's plans for implementing new weather products.

DATES: The meeting will be held in rooms N227/N228/N229/N230 at the Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada 89109 in conjunction with the National Business Aviation Association, Inc.