

transportation of persons, property, and mail.

**Dorothy W. Walker,**  
*Federal Register Liaison.*

[FR Doc. 98-27228 Filed 10-8-98; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCGD08-98-063]

#### Lower Mississippi River Waterway Safety Advisory Committee

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The Lower Mississippi River Waterway Safety Advisory Committee (LMRWSAC) will meet to discuss various issues relating to navigational safety on the Lower Mississippi River and related waterways. The meeting will be open to the public.

**DATES:** LMRWSAC will meet on Tuesday, October 27, 1998, from 9 a.m. to 12 noon. This meeting 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 23, 1998. Requests to have a copy of your material distributed to each member of the committee should reach the Coast Guard on or before October 23, 1998.

**ADDRESSES:** LMRWSAC will meet in the basement conference room of the Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA. Send written material and requests to make oral presentations to M.M. Ledet, Committee Administrator, c/o Commander, Eighth Coast Guard District (m), 501 Magazine Street, New Orleans, LA 70130-3396. This notice is available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** For questions on this notice, contact M.M. Ledet, Committee Administrator, telephone (504) 589-6271, Fax (504) 589-4999.

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

#### Agenda of Meeting

*Lower Mississippi River Waterway Safety Advisory Committee (LMRWSAC).* The agenda includes the following:

- (1) Introduction of committee members
- (2) Remarks by RADM P. Pluta, Committee Sponsor
- (3) Approval of the June 15, 1998 minutes

- (4) Old Business:
  - a. VTS update
  - b. Bridge Clearance Gauge
  - c. South Pass Dredging
  - d. Southwest Pass Wingdam
  - e. Red Eye Crossing Soft Dikes
- (5) New Business:
- (6) Next meeting.
- (7) Adjournment.

#### Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Committee Administrator no later than October 23, 1998.

Written material for distribution at the meeting should reach the Coast Guard no later than October 13, 1998. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of the meeting, please submit 28 copies to the Committee Administrator at the location indicated under **ADDRESSES** no later than October 23, 1998.

#### Information on Services for Individuals With Disabilities

For information in facilities or services for individuals with disabilities, or to request special assistance at the meetings, contact the Committee Administrator at the location indicated under **ADDRESSES** as soon as possible.

Dated: September 22, 1998.

**A.L. Gerfin, Jr.,**

*Acting Commander Eighth, Coast Guard District.*

[FR Doc. 98-27248 Filed 10-8-98; 8:45 am]

BILLING CODE 4910-15-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program, Daytona Beach International Airport, Daytona Beach, Florida

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Volusia County, Florida under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) 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 April 1, 1998, the FAA determined that the noise exposure maps submitted by Volusia County, Florida under Part 150 were in compliance with applicable requirements. On September 28, 1998, the Administrator approved the Daytona Beach International Airport noise compatibility program. All of the program measures were fully approved.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Daytona Beach International Airport noise compatibility program is September 28, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 29. 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 Daytona Beach International Airport, effective September 28, 1998.

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 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 measure 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 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 users, 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 Orlando, Florida.

Volusia County, Florida submitted to the FAA on March 16, 1998, updated noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from December 12, 1994 through March 10, 1998. The Daytona Beach International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 1, 1998. Notice of this determination was published in the **Federal Register**.

The Daytona Beach International Airport study contains a proposed noise

compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2003. It was requested that 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 April 1, 1998, 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 six (6) 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 overall program, therefore, was approved by the Administrator effective September 28, 1998.

Out right approval was granted for all six (6) of the specific program measures. The approval action was for the following program controls:

Noise abatement measure	Description	NCP pages
<b>Operational Measures</b>		
1. Preferential Runway Use .....	It is recommended that existing Air Traffic Control (ATC) procedures continue, to the extent possible, the use of Runway 25R for departures and Runway 7L for arrivals of large (12,500 lbs. and greater) turbo-jet aircraft between the hours of 10:00 p.m. and 7:00 a.m. to reduce noise over residential areas east of the airport. Continuation of the existing ATC procedures to avoid, to the extent possible, using Runway 16-34 for departures of large, turbo-jet aircraft is also recommended to eliminate over flights to residential areas north and south of the airport. FAA Action: Approved as voluntary.	pgs. 8-1 and 9-1; and Table 9-1.
2. Turns to Course for Departing Aircraft.	(a) For small aircraft departing from Runway 7L to the east, turns on course should be made as early as practical to avoid overflying the residential area to the east of the airport. However, this procedure should only be considered for those aircraft that would likely complete the turn while still west of the residential areas east of the airport. (b) It is recommended that existing ATC procedures that cause large, turbo-jet aircraft departing to the east to fly runway heading until reaching the assigned altitude of 5,000' be continued to minimize overall noise impact by allowing the aircraft to gain altitude in the shortest possible time. (c) Small aircraft departures on either Runway 25L or 25R should not turn to the south until they are sufficiently west to avoid overflying the Pelican Bay residential area. Closed traffic (touch and go's) on Runway 7R-25L should remain north of Beville Road to avoid overflying the Pelican Bay area. (d) It is recommended that existing ATC procedures that cause large, turbo-jet aircraft department on either Runway 16 or Runway 34 to fly runway heading until their assigned altitude of 3,000' to be continued to allow for the fastest possible time-to-climb and result in a minimized noise footprint for the aircraft. (e) Departures from Runway 34 should make turns as necessary to remain over commercial development to the extent possible to reduce noise impact to residential areas north of the airport. FAA Action: Approved as voluntary.	pgs. 8-1,9-2 and 9-3; and Table 9-1.

Noise abatement measure	Description	NCP pages
3. Touch and Go Procedures on Runway 7R-25L.	(a) It is recommended that the existing ATC procedure that restricts Touch-and-Go operations to exclude local pattern operations conducted between 10:00 p.m. and 7:00 a.m. to be continued to reduce the number of persons subjected to late night and early morning overflights. This measure was implemented by the FAA ATC in 1989 in response to nearby residents. In addition, the following measures should be implemented: (b) A pattern altitude of 1,000' should be used for all aircraft to benefit residential area. (c) Downwind legs should be flown at pattern altitude and descents should not be initiated until the turn to the base leg to benefit residential areas. (d) Aircraft should remain over or north of Beville Road during the downwind leg until construction of the new runway to benefit residential areas. (e) A 45-degree angle entry into the traffic pattern at the mid-point of the downwind should be avoided since it requires an overflight of the residential area at pattern altitude. Instead, entry to downwind should be made either to the east of the Pelican Bay area or to the west of it (near the I-95 interchange). (f) The Airport should coordinate these recommendations with the Chief Flight Instructor at each of the airport's flight schools to increase chances of a successful implementation. FAA Action: Approved as voluntary.	pgs. 8-1, 9-3 and 9-4; and Table 9-1.
4. NBAA Noise Abatement Procedures	The Airport should encourage the use of standard National Business Aircraft Association (NBAA) Noise Abatement Procedures for turbojet and turbo-prop business and private aircraft to minimize noise impacts to residents. FAA Action: Approved as voluntary.	pgs. 8-1 and 9-4; and Table 9-1.

#### Land Use Measures

1. Purchase of Property .....	Consideration should be given to the acquisition of the Misty Springs Apartments (128 residential units) to prevent land use incompatible with airport noise resulting from the relocation of Runway 7R-25L. FAA Action: Approved.	pgs. 8-2, 8-3 and 9-4; and Tables 8-1 and 9-1.
2. Comprehensive Plan Revision .....	A revision of the City of Daytona Beach Comprehensive Plan is recommended to reflect properties acquired and to be acquired for the Daytona Beach International Airport. Rezoning would preclude future residential redevelopment of this land within the 65 Ldn noise contour. FAA Action: Approved.	pgs. 8-3, 8-5 and 9-5; and Tables 8-1 and 9-1.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on September 28, 1998. 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 Volusia County, Florida.

Issued in Orlando, Florida on September 29, 1998.

**Charles E. Blair,**

*Manager, Orlando Airports District Office.*

[FR Doc. 98-27255 Filed 10-8-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on PFC Application 98-01-C-00-MWH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Grant County International Airport, Submitted by the Port of Moses Lake, Moses Lake, WA

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 Grant County International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before November 9, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration, 1601 Lind Avenue SW, Suite 250; Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David M. Bailey, Executive Manager, at the following address: Port of Moses Lake, 7810 Andrews Street NE., Moses Lake, WA 98837-3204.

Air carriers and foreign air carriers may submit copies of written comments previously provided to Grant County International Airport under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Mary Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250; Renton, WA 98055-4056. 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 98-01-C-00-MWH to impose and use the revenue from a PFC at Grant County International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 1, 1998 the FAA determined that the application to impose and use revenue from a PFC submitted by the Port of Moses Lake, Moses Lake, Washington, 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 1, 1999.

The following is a brief overview of the application.

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

*Proposed charge effective date:* April 1, 1999.