

1998. The public comment period ends May 31, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024, (407) 812-6331, Extension 29. Comments on the proposed noise compatibility program update should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the updated noise exposure maps submitted for Daytona Beach International Airport are in compliance with applicable requirements of part 150, effective April 1, 1998. Further, FAA is reviewing a proposed noise compatibility program update for that airport which will be approved or disapproved on or before September 28, 1998. This notice also announces the availability of this program update for public review and comment.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as 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 to 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 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 reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The County of Volusia, Florida, submitted to the FAA on March 16, 1998, updated noise exposure maps, descriptions and other documentation which were produced during the Daytona Beach International Airport FAR part 150 Program Update conducted between December 12, 1994 and March 10, 1998. It was requested that the FAA review this material as the noise exposure maps, as described 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 updated noise exposure maps and related descriptions submitted by the County of Volusia, Florida. The specific maps under consideration are "Noise Exposure Map 1996 Noise Contours" and "Noise Exposure Map 2001 Noise Contours" in the submission. The FAA has determined that these maps for Daytona Beach International Airport are in compliance with applicable requirements. This determination is effective on April 1, 1998. 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 maps 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 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 which submitted those maps, 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 § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program update for Daytona Beach International Airport, also effective on April 1, 1998. 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 update. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 28, 1998.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 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 noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program update 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 updated noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program update are available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 5950
Hazeltine National Drive, Suite 400,
Orlando, Florida 32822-5024
Director's Office, Daytona Beach
International Airport, 700 Catalina
Drive, Suite 300, Daytona Beach, FL
32114

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

Issued in Orlando, Florida April 1, 1998.

Charles E. Blair,

Manager, Orlando Airport District Office.

[FR Doc. 98-10564 Filed 4-20-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Streamlining Software Aspects of Certification Industry Workshop

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Industry Workshop.

SUMMARY:

Background

In April 1997, the Federal Aviation Administration (FAA) initiated the Streamlining Software Aspects of Certification (SSAC) program. The overall goal of this program is to reduce

the cost and time of certifying systems with software while maintaining or increasing system safety.

The purpose of SSAC is: (1) To determine scientifically if the time/expense burden yields the safety benefits; (2) to recommend improvements; and (3) to prototype those improvements. The FAA assembled a team of experts to accomplish this purpose.

In January 1998, the first SSAC workshop was held to gather industry's input regarding cost and schedule drivers. The data gathered from the first workshop has been analyzed and is presented in a report that can be accessed on the SSAC web-site: <<http://shemesh.larc.nasa.gov/ssac/>>.

Workshop Announcement

On May 19–21, 1998, the second SSAC Workshop will be held starting at 8:30 am. The workshop will be held at the Holiday Inn Fair Oaks in Fairfax, Virginia. The purpose of the workshop is: (1) To identify the three most important issues affecting certification costs and schedules, (2) to define a preliminary process for collecting data about the extent and significance of these issues, (3) to begin determining their root causes, and (4) to begin addressing some of the short-term opportunities identified at the first workshop.

Attendance is open to the appropriate industry participants; however registration is required. Persons wishing to receive additional information or to register should visit the SSAC web-site at <<http://shemesh.larc.nasa.gov/ssac/>> or contact the SSAC Assistant Program Manager, Bonnie Danner: TRW Government Information Services Division; One Federal System Park Drive; Fairfax, VA 22033–4416; 202–651–2254 (phone); or 202–484–1255 (fax).

Issued in Washington, DC, on April 15, 1998.

Brian Yañez,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 98–10562 Filed 4–20–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application to Impose and Use the Revenue from a Passenger Facility Charge (PFC) at Fort Wayne International Airport, Fort Wayne, IN

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 Fort Wayne 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 May 21, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA Great Lakes Region, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Lester P. Coffman Jr., Executive Director, of the Fort Wayne—Allen County Airport Authority at the following address: Fort Wayne—Allen County Airport Authority, Suite 209, Lt. Paul Baer Terminal, Fort Wayne, Indiana 46809.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Fort Wayne—Allen County Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Richard A. Pur, Airports Engineer, FAA Great Lakes Region, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018, 847/294–7527. 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 the revenue a PFC at Fort Wayne 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) (Public Law 101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 7, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Fort Wayne—Allen County 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 July 9, 1998.

The following is a brief overview of the application.

PFC Application Number: 98–02–C–00–FWA.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March 1, 2015.

Proposed charge expiration date: December 31, 2015.

Total estimated PFC revenue: \$500,000.

Brief description of proposed project: Master Plan Update.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Air taxi/commercial operators that (1) by federal regulation are not required to report passenger statistics to the federal government and (2) enplane 10 or fewer passengers per flight.

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 Fort Wayne—Allen County Airport Authority.

Issued in Des Plaines, Illinois April 14, 1998.

Benito De Leon,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 98–10565 Filed 4–20–98; 8:45 am]

BILLING CODE 4910–13–M

UNITED STATES INFORMATION AGENCY

Culturally Significant Objects Imported for Exhibition; Determination

Notice is hereby given of the following determination: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978 (43 FR 13359, March 29, 1978), and Delegation Order No. 85–5 of June 27, 1985 (50 FR 27393, July 2, 1985), I hereby determine that the object to be included in the exhibit, "The Nature of