

**SUPPLEMENTARY INFORMATION:** On October 31, 1995, Congress passed an *Act Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes* (The 1996 DOT Appropriations Act). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA to develop and implement a new acquisition management system that addresses the unique needs of the agency. The new FAA Acquisition Management System went into effect on April 1, 1996 (see *Notice of availability* at 61 FR 15155 (April 4, 1996)).

The Air Traffic Management System Performance Improvement Act of 1996, title II of the Federal Aviation Reauthorization Act of 1996, Pub. L. 104-264, October 9, 1996, expanded the procurement reforms previously authorized by the 1996 DOT Appropriations Act. Amendment 01 implements title II and makes other necessary changes to, and clarifications of, the FAA Acquisition Management System.

Issued in Washington, DC, on June 18, 1999.

**Deborah W. Wilson,**

*Acting Director of Acquisitions, ASU-1.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program for Kona International Airport, Kailua-Kona, HI

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on a new Noise Compatibility Program for Kona International Airport, submitted by the state of Hawaii, Department of Transportation, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (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 non-federal responsibilities in Senate Report No. 96-52 (1980). On September 24, 1998, the FAA determined that the Noise Exposure Maps, submitted by the State of Hawaii, Department of Transportation under 14 CFR part 150, were in compliance with applicable

requirements. On March 23, 1999, the Associate Administrator for Airports approved the Noise Compatibility Program for Kona International Airport.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Noise Compatibility Program for Kona International Airport is March 23, 1999.

**FOR FURTHER INFORMATION CONTACT:**

David J. Wellhouse, Airport Planner, Honolulu Airports District Office, Federal Aviation Administration, Box 50244, Honolulu, Hawaii 96850-0001, Telephone: 808/541-1243. Street address: Federal Building, 300 Ala Moana Boulevard, Room 7-128, Honolulu, Hawaii 96813. Documents reflecting the FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to a Noise Compatibility Program for Kona International Airport, effective March 23, 1999. Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (herein after 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 non compatible land uses and prevention of additional non compatible land use 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 of 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 flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of navigable airspace and air traffic control 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 a FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required and a 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 Honolulu, Hawaii.

The state of Hawaii, Department of Transportation submitted to the FAA on December 29, 1997, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from March 1996 through November 1996. The Kona International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 24, 1998. Notice of this determination was published in the **Federal Register** on October 8, 1998.

The Kona International Airport study contained 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 2001. It was requested that the 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 September 24, 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 an approval of such program.

The submitted program contained one proposed action for noise abatement, one action for noise mitigation, and three program management measures for both 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 March 23, 1999.

Outright approval was granted for two of the five specific program measures. The approved measures included such items as: Annually monitor aircraft noise levels and operations at the airport; monitor development proposals in the airport environs; and include disclosure provisions in land transfer documents. No Action was taken on the measure to implement an informal preferential runway use program and on the measure to use Runway 35, 68 percent of the time at night during light winds instead of Runway 7. The measure to install sound treatment of impacted residences within the 60 DNL contour was disapproved pending submission of additional information.

These determinations are set forth in detail in the Record of Approval endorsed by the Associate Administrator for Airports on March 23, 1999. 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 state of Hawaii, Department of Transportation and at the Kona International Airport, Kailua-Kona, Hawaii.

Issued in Hawthorne, California on June 23, 1999.

**Ellsworth L. Chan,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Intent To Prepare an Environmental Impact Statement (EIS) and Hold Scoping Meetings for Proposed Runway Reconfiguration at San Francisco International Airport (SFO), San Francisco, CA

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

**ACTION:** Notice to prepare an EIS and conduct three (3) public scoping meetings and one (1) scoping meeting for interested Federal, state and local agencies.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this Notice to advise the public that an Environmental Impact Statement will be prepared to evaluate a proposed reconfiguration of the runways at San Francisco International Airport, San Francisco, California. To ensure that all major and/or substantial issues related to the proposed action are identified three (3) public scoping meetings and one (1) scoping meeting for interested Federal; state and local agencies will be held.

**FOR FURTHER INFORMATION CONTACT:** Camille Garibaldi, Environmental Protection Specialist, SFO-613, Planning and Programming Section, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2927. Comments on the scope of the EIS should be submitted to the address above and must be received no later than September 9, 1999.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) in cooperation with the U.S. Army Corps of Engineers (ACOE), and U.S. Fish and Wildlife Service (FWS), will prepare an Environmental Impact Statement for the proposed reconfiguration of the runways at SFO. The need to prepare a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) is based on the procedures described in FAA Order 5050.4A, Airport Environmental Handbook: SFO is a commercial service airport located within a standard metropolitan statistical area and the proposed runway reconfiguration includes construction of reconfigured runways to accommodate air carrier aircraft arrival and departure operations. FAA approval of the Airport Layout Plan for the airfield design will impact the area around the airport that has existing non-compatible land uses

in terms of aircraft noise; and the proposed development is likely to be controversial on several other significant environmental categories.

The City and County of San Francisco, pursuant to the California Environmental Quality Act of 1970 (CEQA) will also prepare an Environmental Impact Report (EIR) for the proposed development.

The FAA is the Federal Lead Agency responsible for preparing the EIS in cooperation with ACOE and FWS. The City and County of San Francisco, Office of Environmental Review is the State Lead Agency responsible for preparing the EIR. The lead agencies anticipate that separate EIS and EIR documents will be prepared on a parallel course. The EIS will meet the requirements of NEPA, while the EIR will meet CEQA requirements.

**ALTERNATIVES:** The EIS will evaluate multiple alternatives including various runway configurations at SFO, off airport alternatives, and a no action alternative. The proposed Runway Reconfiguration project alternatives will include one or more of the components listed below. A range and/or combination of construction methodologies will be considered. Methodologies may include fill in San Francisco Bay. Examples of potential construction methodologies include placement of fill in the San Francisco Bay (up to approximately 1,500 acres) and/or piling to support the runway(s).

#### Potential Runway Reconfiguration Project Components

- Construction of a new Runway 28R/10L parallel to and north of existing Runway 28R/10L.
- Construction of a new Runway 1/19 parallel to and either east or west of the existing Runway 1/19 system.
- New/revised instrument approach/departure flight procedures.
- Lengthening and northerly relocation of existing Runway 19R/1L.
- Construction of Runway Safety Areas for new and existing runways per the latest FAA requirements.
- Reconstruction and relocation of taxiway system to support the newly reconfigured runways.
- Reconstruction and relocation of airfield access roadways to support the new runway configuration.
- Reconstruction and relocation of navigation, communication and aircraft control facilities as required to support the reconfigured runways.
- Reconstruction of Aircraft Rescue and Fire Fighting facilities as necessary to support the runways.