

comments during the scoping phase of the planning process are summarized in the scoping report, Appendix A of the PEA. Transcripts from the scoping meetings and all written material received during the scoping period can be viewed at the web site for Department of Transportation's Docket Management System at <http://dms.dot.gov> (located at docket USCG-1998-4765).

The present notice of availability begins the second phase of public involvement by seeking comments on the PEA. Following the comment period on the PEA and an analysis of comments received, the Commandant of the Coast Guard will weigh appropriate information and make a final decision. That decision will be published in the **Federal Register**.

#### Public Meetings

Two public meetings will be held on the PEA and proposed FONSI. (See **DATES** and **ADDRESSES**.) Please note that the meetings may close early if all business is finished. For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Ms. Boyle (See **FOR FURTHER INFORMATION CONTACT**) as soon as possible.

A public meeting has not been scheduled for Yorktown, VA, since there was little public interest in OTI at RTC Yorktown during the scoping phase of the NEPA process. However, if public interest in this next phase increases, a meeting may be scheduled there.

#### Request for Comments

We encourage you to participate by submitting written comments on the PEA and FONSI or by presenting verbal comments at a public meeting. If you submit written comments, please include your name and address and identify the docket number for this notice (USCG-1998-4765). Please submit written comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing to Ms. Boyle at the address under **ADDRESSES**. If you would like to know we received your comments, please enclose a stamped, self-addressed postcard or envelope.

Dated: August 26, 1999.

**J. B. Willis,**

*Captain, U. S. Coast Guard, Acting Director of Reserve and Training.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program; Rickenbacker International Airport, Columbus, Ohio

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Rickenbacker Port Authority, Columbus, Ohio, 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 January 22, 1999, the FAA determined that the noise exposure maps submitted by Rickenbacker Port Authority under part 150 were in compliance with applicable requirements. On July 14, 1999, the Assistant Administrator for Airports approved the Rickenbacker International Airport noise compatibility program.

A total of twenty-six (26) measures were included in the Rickenbacker Port Authority Noise Compatibility Plan, which continue or expand the intent of the approved 1989 NCP. Of the twenty-six (26) measures included, four (4) are listed as "Noise Abatement Plan Measures," five (5) are listed as "Program Management Measures," and seventeen (17) are listed as "Land Use Management Plan." The FAA has approved twenty (20) of the twenty-six (26) measures.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Rickenbacker International Airport noise compatibility program is July 14, 1999.

**FOR FURTHER INFORMATION CONTACT:** Mary Jagiello, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7296. 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 Rickenbacker International Airport, effective July 14, 1999.

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 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 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 uses, violate the terms of airport grant agreements, or intrude 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 the FAA's approval of an airport noise compatibility program are delineated in FAR part 150, § 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 Detroit Airports District Office in Belleville, Michigan.

Rickenbacker Port Authority submitted to the FAA on April 17, 1998, noise exposure maps, descriptions, and other documentation. This documentation was produced during the Airport Noise Compatibility Planning (part 150) Study at Rickenbacker International Airport from 1997 through 1998. Rickenbacker International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on January 22, 1999. Notice of this determination was published in the **Federal Register** on February 24, 1999.

The Rickenbacker Port Authority 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 2002. 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 January 22, 1999, 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 would have been deemed to be an approval of such program.

The submitted program proposed by the airport sponsor contained twenty-six (26) measures 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. Twenty (20) of the twenty-six (26) measures were approved by the Assistant Administrator for Airports effective July 14, 1999.

Four (4) of the twenty-six (26) measures submitted are listed as "Noise Abatement Plan Measures." These four (4) measures were approved which deal with departure flight tracks, and acquiring one periodic noise monitor. Five (5) of the twenty-six (26) measures submitted are listed as "Program Management Measures" which were all approved. These five (5) measures include maintaining its Noise

Abatement Committee, the analysis of noise contours and update of noise contour maps, establishment of a noise complaint office, preparation of updated noise exposure maps, and development of a format public information program to increase public awareness of the Airport's Noise Compatibility Program. Seventeen (17) of the twenty-six (26) measures submitted are listed as "Land Use Management Plan." Eleven (11) of the seventeen (17) measures were approved. These include the purchase of homes within the 65 DNL noise contour, purchase of undeveloped land within the 70 DNL noise contour, and encouragement of local jurisdictions to adopt compatible land use zoning, noise overlay zoning, subdivision regulations, comprehensive planning, land use policies, guidelines for discretionary project review, land use controls, and amend the purpose paragraphs of the zoning, subdivision, and building codes of the Columbus City Codes to include Rickenbacker International Airport. Five (5) of the seventeen (17) measures do not require FAA action. These five (5) measures include adoption of height and hazard zoning, encouragement of local jurisdictions to adopt floodplain zoning, establishment of a local program to purchase aviation easements over property eligible under the 1989 NCP, purchase of selected homes in the forecasted 1992 70 DNL noise contour completed under the 1989 NCP, and sound insulation of schools completed under the 1989 NCP. One (1) of the twenty-six (26) measures was withdrawn. This measure was to purchase development rights on specific parcels of undeveloped land within the 192 65 DNL noise contours. These twenty-six (26) determinations are set forth in detail in a Record of Approval endorsed by the Assistant Administrator for Airports on July 14, 1999. The Record of Approval, as well as other evaluation materials and documents which comprised the submittal to the FAA, are available for review at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591.

Federal Aviation Administration, Great Lakes Region, 2300 East Devon Avenue, Room 261, Des Plaines, Illinois 60018.

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

Rickenbacker Port Authority, Rickenbacker International Airport, 7400 Alum Creek Drive, Columbus, Ohio 43217-1248.

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

Issued in Belleville, Michigan, August 6, 1999.

**Dean C. Nitz,**

*Manager, Detroit Airports District Office, Great Lakes Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice To Prepare an Environmental Impact Statement and Conduct Scoping for Air Traffic Control Procedural Changes in and Near the Baltimore-Washington Metropolitan Area**

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

**ACTION:** Notice of intent to prepare an Environmental Impact Statement and conduct scoping meetings.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared and considered to assess the potential impacts of changes to air traffic control procedures and aircraft routings. These changes are associated with the consolidation of four stand-alone Terminal Radar Approach Control (TRACON) facilities. The TRACONs are currently located at Baltimore-Washington International Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport; and the FAA operated TRACON located at Andrews Air Force Base, Maryland.

All reasonable alternatives will be considered including a no-change option. The airspace EIS will evaluate alternatives to aircraft routes and air traffic control procedures beyond the immediate airport area. Changes to existing take-off and/or landing noise abatement procedures, or other initial departure or final arrival procedures are not being considered. In order to ensure that all significant issues pertaining to the proposed action are identified, public scoping meetings will be held.

This EIS is being tiered from an earlier EIS that examined the impacts associated with consolidation of four TRACONs and construction of a new consolidated facility called the Potomac Consolidated TRACON (PCT). A Record of Decision (ROD) on that first tier was published in the **Federal Register** on