

reviewing a proposed noise compatibility program for Lanai Airport, which will be approved or disapproved on or before November 27, 2000. This notice also announces the availability of this program for public review and comment.

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 FAA has formally received the noise compatibility program for Lanai Airport, effective on May 31, 2000. It was requested that the FAA review this material 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. 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. The formal review period, limited by law to a maximum of 180 days, will be completed on or before November 27, 2000.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 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 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 noise exposure maps, the FAA's evaluation of the maps, and the proposed noise and compatibility program are available for examination at the following locations:

Federal Aviation Administration  
National Headquarters, Community  
and Environmental Needs Division,  
800 Independence Avenue, SW.,

Room 621, Washington, D.C. 20591  
Federal Aviation Administration,  
Western-Pacific Region Office,  
15000 Aviation Boulevard, Room  
3012, Hawthorne, California 90261

Federal Aviation Administration,  
Honolulu Airports District Office,  
Federal Building, 300 Ala Monana  
Boulevard, Room 7-128, Honolulu,  
Hawaii 96813

State of Hawaii

Department of Transportation,  
Airports Division, District Office  
Manager, Kahului Airport, Kahului,  
Maui, Hawaii 96732

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

Issued in Hawthorne, California on May  
31, 2000.

**Herman C. Bliss,**

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

[FR Doc. 00-15215 Filed 6-15-00; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Noise Exposure Map Notice; Receipt of Noise Compatibility Program Update and Request for Review; Cincinnati/ Northern Kentucky International Airport, Hebron, Kentucky**

**AGENCY:** Federal Aviation  
Administration (FAA) DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Kenton County Airport Board for Cincinnati/Northern Kentucky International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and CFR part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program update that was submitted for Cincinnati/Northern Kentucky International Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before December 5, 2000.

**EFFECTIVE DATES:** The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is June 8, 2000. The public comment period ends August 7, 2000.

#### **FOR FURTHER INFORMATION CONTACT:**

Peggy S. Kelley, Airports District Office, 3385 Airways Blvd., Suite 302, Memphis, TN 38116-3841, 901-544-3495, ext. 19. 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 noise exposure maps submitted for Cincinnati/Northern Kentucky International Airport are in compliance with applicable requirements of Part 150, effective June 8, 2000. Further, FAA is reviewing a proposed noise compatibility program update for that airport which will be approved or disapproved on or before December 5, 2000. This notice also announces the availability of this program 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 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 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 Kenton County Airport Board submitted to the FAA on May 2, 2000, noise exposure maps, descriptions and other documentation which were produced during the Cincinnati/Northern Kentucky International Noise Compatibility Study Update, initiated August 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 noise exposure maps and related

descriptions submitted by the Kenton County Airport Board. The specific maps under consideration are Cincinnati/Northern Kentucky International Airport 1999 Noise Exposure Map and Future (2005) Noise Exposure Map/Noise Compatibility Program in the submission. The FAA has determined that these maps for Cincinnati/Northern Kentucky International Airport are in compliance with applicable requirements. This determination is effective on June 8, 2000. 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 maps. Therefore, the responsibility for the detailed overlaying of 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 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 section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Cincinnati/Northern Kentucky International Airport, also effective on June 8, 2000. 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. The formal

review period, limited by law to a maximum of 180 days, will be completed on or before December 5, 2000.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 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 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 noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 621, Washington, DC 20591  
Federal Aviation Administration, Airports District Office, 3385 Airways Blvd., Suite 302, Memphis, TN 38116-3841

Mr. Robert F. Holscher, Director of Aviation, Kenton County Airport Board, Cincinnati/Northern Kentucky Airport, Second Floor, Terminal One, Hebron, Kentucky

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

Issued in Memphis Airports District Office, Memphis, Tennessee, June 8, 2000.

**LaVerne F. Reid,**

*Manager, Memphis Airports District Office.*

[FR Doc. 00-15212 Filed 6-15-00; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Draft Environmental Assessment for the Proposed Actions Relating to a Change in Department Procedure at Sarasota-Bradenton International Airport and Public Comment**

**AGENCY:** Federal Aviation Administration.

**ACTION:** Extension of the comment period.

**SUMMARY:** On April 26, 2000, the Federal Aviation Administration (FAA)

announced the availability of the Draft Environmental Assessment (DEA) for a proposed departure procedure at Sarasota Manatee International Airport and a request for comments. The Sarasota-Bradenton Airport Authority requested the change in departure procedures to achieve noise level reductions over the neighboring community in manatee county north of the airport. The proposed actions include the following: (1) Turning aircraft departure Runway 32 to the northwest, over land-use areas that are more compatible with the noise emissions of aircraft and (2) reducing significant residential noise levels caused by aircraft executing the new turn.

**DATES:** The opportunity to provide written comments on the DEA will be extended until July 14, 2000. Late filed comments will be considered to the extent practicable.

**ADDRESSES:** Written comments on the DEA may be mailed, in triplicate, to: Federal Aviation Administration, Attention: Nancy Shelton, Airspace Branch, ASO-520, 1702 Columbia Avenue, College Park, GA 30337-2745.

**FOR FURTHER INFORMATION CONTACT:** Questions concerning this DEA or the process being applied by the FAA, should be directed to Nancy Shelton via telephone at (404) 305-5585, or in writing to the above address.

**SUPPLEMENTARY INFORMATION:** The FAA will consider all comments directly within the scope of the DEA. The most useful comments are those which provide facts and analyses to support the reviewer's recommendations or conclusions. The FAA will consider comments received after the close of the comment period to the extent practicable. The FAA will issue a final Environmental Assessment that includes corrections, clarifications and responses to comments on the DEA, as appropriate. The DEA is not being published in today's **Federal Register** due to its size and detailed graphics on the charts contained in it. However, to maximize the opportunities for public participation in the environmental process, copies of the DEA are available for review at the following libraries:

Longboat Key Library, 555 Bay Isles Rd., Longboat Key, FL

Manatee County Public Library, 1301 Barcarrota Blvd. West, Bradenton, FL

Selby Public Library, 1331 First Street, Sarasota, FL