

example, reasons or data) for each request.

Issued in Kansas City, Missouri on September 21, 2004.

**David R. Showers,**

*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Addison Airport; Addison, TX

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Town of Addison for Addison Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**DATES:** Effective Date: The effective date of the FAA's determination on the noise exposure maps is September 22, 2004.

**FOR FURTHER INFORMATION CONTACT:** Paul Blackford, Federal Aviation Administration, Airports Division, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298, telephone (817) 222-5607.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Addison Airport are in compliance with applicable requirements of part 150, effective September 22, 2004. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses 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 the Act, may submit a noise compatibility program

for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the Town of Addison. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of part 150 includes the following from the August 2004, 14 CFR part 150 Noise Compatibility Study Update: Exhibit 1, 2002 Noise Exposure Map Contour With Land Use; Exhibit 2, 2007 Noise Exposure Map Contour With Land Use; Exhibit 2E, Forecast Noise Measurement Sites and Table 3B, Measurement Results Summary; Table 3D, Operational Fleet Mix Projections and Table 3F, Existing Runway Use; Exhibits 3F-3H and 3J, Flight Tracks; Table 3G, Comparative Areas of Noise Exposure; Table 4B, Noise Sensitive Land Uses Exposed to 2002 Aircraft Noise; Table 4C, Population Exposed to 2002 Aircraft Noise; Table 4E, Noise—Sensitive Land Uses Exposed to 2007 Aircraft Noise; Appendix B, Coordination, Consultation, and Public Involvement. There are no Historic Resources within the DNL 65 contour. The FAA has determined that these noise exposure maps and accompanying documentation is in compliance with applicable requirements. This determination is effective on September 22, 2004.

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 47503 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 47506 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 that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 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.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps is available for examination at the following locations: Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas; Mark Acevedo, Director of General Services, Town of Addison, 16801 Westgrove Drive, Addison, Texas 75001.

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

Issued in Fort Worth, Texas, September 22, 2004.

**Naomi L. Saunders,**

*Manager, Airports Division.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### User Input to the Aviation Weather Technology Transfer (AWTT) Board

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice of public meeting.

**SUMMARY:** FAA will hold an informal public meeting to seek aviation weather user input. Details: October 12, 2004, Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada 89109; 10:30 p.m. to 3 p.m. in rooms N227/N228/N229/N230. The objective of this meeting is to provide an opportunity for interested aviation weather users to provide input on FAA's plans for implementing new weather products.

**DATES:** The meeting will be held in rooms N227/N228/N229/N230 at the Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada 89109 in conjunction with the National Business Aviation Association, Inc.

(NBAA) 2004 Convention. Times: 1:30 p.m.–3 p.m. on October 12, 2004.

**FOR FURTHER INFORMATION CONTACT:** Debi Bacon, Weather Policy and Standards, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385–7705; Fax: (202) 385–7701; e-mail: [debi.bacon@faa.gov](mailto:debi.bacon@faa.gov). Internet address: <http://www.debi.bacon@faa.gov>.

**SUPPLEMENTARY INFORMATION:**

**History**

In 1999, the FAA established an Aviation Weather Technology Transfer (AWTT) Board to manage the orderly transfer of weather capabilities and products from research and development into operations. The Manager of Operations Planning Policy and Administration chairs the AWTT Board. The board is composed of stakeholders in the Air Traffic Organization, ATO and Regulation and Certification, AVR in the Federal Aviation Administration and the Office of Climate, Water and Weather Services, OS and the Office of Science and Technology, OST in the National Weather Service.

The AWTT Board meets semi-annually or as needed, to determine the readiness of weather research and development (R&D) products for experimental use, full operational use for meteorologists or full operational use for end users. The board's determinations will be based upon criteria in the areas of users' needs; benefits; costs; risks; technical readiness; operational readiness and budget requirements.

The user interface process is designed to allow FAA to both report progress and receive feedback from industry users. Each AWTT board meeting will be preceded by a half-day industry review session approximately one month prior to each board meeting. These industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting is the industry review session intended to receive feedback on weather R&D products that will be presented for consideration at the November 2004 AWTT Board meeting. The products to be considered are the Graphical Turbulence Guidance Flight (GTG) Flight Level 100–200 and the Forecast Icing Product—Alaska (FIP–AK).

**Meeting Procedures**

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Headquarters.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be neither admission fee nor other charge to attend and participate. This meeting is being held in conjunction with the NBAA Convention 2004. There is a charge to attend the NBAA convention; however, any person desiring to attend this informal meeting will be admitted by NBAA convention officials at no charge to this meeting only.

(c) FAA personnel will present a briefing on changes to the AWTT and user input process made in the last year. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of that presentation that is not clear.

(d) FAA personnel will present a briefing on the specific products to be reviewed at the November 2004 AWTT Board Meeting. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the presentation that is not clear.

(e) Any person present may give feedback on the product to be presented. Feedback on the proposed product will be captured through discussion between FAA and personnel and any persons attending the meeting. The meeting will not be formally recorded.

(f) An official verbatim transcript or minutes of the informal meeting will not be made. However, a list of the attendees and a digest of discussions during the meeting will be produced. Any person attending may receive a copy of the written information upon request at the meeting.

(g) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback may also be submitted to FAA personnel for up to seven (7) days after the close of the meeting.

**Agenda**

- (a) Opening remarks and discussion of meeting procedures.
- (b) Briefing on AWTT process.
- (c) Briefing on weather products.
- (d) Request for user input.
- (e) Closing comments.

Issued in Washington, DC on September 27, 2004.

**Richard J. Heuwinkel,**  
Manager, Weather Policy and Standards.  
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**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals**

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

**ACTION:** Monthly Notice of PFC Approvals and Disapprovals. In August 2004, there were two applications approved. This notice also includes information on one application, approved in July 2004, inadvertently left off the July 2004 notice. Additionally, 11 approved amendments to previously approved applications are listed.

**SUMMARY:** The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

**PFC Applications Approved**

*Public Agency:* Columbus Regional Airport Authority, Columbus, Ohio.

*Application Number:* 04–07–C–00–CMH.

*Application Type:* Impose and use a PFC.

*PFC Level:* \$4.50.

*Total PFC Revenue Approved in this Decision:* \$77,562,914.

*Earliest Charge Effective Date:* October 1, 2004.

*Estimated Charge Expiration Date:* December 1, 2009.

*Class of Air Carriers Not Required to Collect PFC's:* Air taxi/commercial operators when enplaning revenue passengers in service and equipment reportable to FAA on FAA Form 1800–31.

*Determination:* Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent on the total annual enplanements at Ports Columbus International Airport.

*Brief Description of Projects Approved for Collection and Use at a \$3.00 PFC Level:*

Terminal and curb front signage improvements.

Flight information display system/baggage information display system improvements/upgrade and public address system improvements.

PFC program formulation and administrative.

Snow removal equipment—runway brooms.