

1979 (hereinafter 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 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 Regulation (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 recommendation 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 or 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 the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator as 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 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 under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The Connecticut Department of Transportation submitted to the FAA, on March 2, 2004, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from February 1999 to March 2004. The Bradley International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 21, 2004. Notice of this determination was published in the **Federal Register** on May 3, 2004.

The Bradley International Airport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 2008. The Connecticut Department of Transportation 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 April 21, 2004, 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 a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 17 proposed actions 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. The overall program, therefore, was approved by the Acting Associate Administrator effective October 18, 2004.

Of the 17 proposed program elements, 15 were approved and the remaining 2 were partially approved. The 17 program elements include noise abatement departure flight tracks, air carrier departure flight profiles, zoning for compatible land use, amending

building codes, a real estate fair disclosure policy, purchase of undeveloped land, purchase of development rights, aviation easements, an airport noise overlay zone, a property purchase assurance program, purchase on non-compatible land, residential sound insulation, a public information program, establishment of a standing airport noise committee, acquisition of an operations and noise monitoring system, periodic evaluation of noise exposure, and the addition of a noise abatement officer to the airport staff.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator on October 18, 2004. 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 Bradley International Airport, Windsor Locks, CT.

Issued in Burlington, Massachusetts on October 26, 2004.

**LaVerne Reid,**

*Acting Manager, Airports Division, New England Region.*

[FR Doc. 04-24850 Filed 11-5-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. ANE-2004-33.4-4]

### Policy for Design Approval Procedures for Parts Manufacturer Approval of Critical Engine and Propeller Parts

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

**ACTION:** Notice of proposed policy statement; request for comments.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of proposed policy for Design Approval Procedures for Parts Manufacturer Approval of Critical Engine and Propeller Parts.

**DATES:** Comments must be received by December 31, 2004.

**ADDRESSES:** Send all comments on the proposed policy to the individual identified under **FOR FURTHER INFORMATION CONTACT**

#### FOR FURTHER INFORMATION CONTACT:

Karen M. Grant, FAA, Engine and Propeller Standards Staff, ANE-110, 16 New England Executive Park, Burlington, MA 01803; e-mail: [karen.m.grant@faa.gov](mailto:karen.m.grant@faa.gov); telephone: (781) 238-7119; fax: (781) 7199.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

The proposed policy statement is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you may request a copy of the proposed policies by contacting the individual listed under **FOR FURTHER INFORMATION CONTACT**. The FAA invites interested parties to comment on the proposed policies. Comments should identify the subject of the proposed policy and be submitted to the individual identified under **FOR FURTHER INFORMATION CONTACT**. The FAA will consider all comments received by the closing date before issuing the final policies.

**Background**

This proposed policy memorandum provides guidance to Aircraft Certification Offices when establishing their process for evaluating Parts Manufacturer Approval (PMA) applications for critical engine and propeller parts. This proposed policy also requires applicants to complete a failure assessment and to consider a continuous operational safety plan for all engine and propeller PMA proposed parts. This policy does not supersede previous ANE-110, Engine & Propeller Directorate policy.

[Authority: 49 U.S.C. 106(g), 40113, 44701–44702, 44704.]

**Francis A. Favara,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 04–24852 Filed 11–5–04; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Policy Statement No. ANM–115–05–001]

**Installation of “No Stowage” Placards on a Surface Not Designed or Intended to be Used for Stowage**

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

**ACTION:** Notice of final policy.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of final policy on installation of “no stowage” placards on surfaces not designed or intended to be used for stowage.

**DATES:** This final policy was issued by the Transport Airplane Directorate on October 28, 2004.

**FOR FURTHER INFORMATION CONTACT:** Michael T. Thompson, Federal Aviation

Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, ANM–115, 1601 Lind Avenue SW., Renton, WA 98055–4056; telephone (425) 227–1157; fax (425) 227–1232; e-mail: [Michael.T.Thompson@faa.gov](mailto:Michael.T.Thompson@faa.gov).

**SUPPLEMENTARY INFORMATION:****Disposition of Comments**

A notice of proposed policy was published in the **Federal Register** on March 26, 2004 (as Policy Statement No. PS–ANM100–2004–10021). One (1) commenter responded to the request for comments.

**Background**

It has been brought to the attention of the Transport Airplane Directorate, Transport Standards Staff that an aircraft certification office has, in some instances, required an applicant to install “No Stowage” or “No Stowage During Taxi, Takeoff and Landing” placards on some surfaces that were not designed or intended to be used for stowage. Although not designed for stowage, these surfaces could, because of their shapes and locations, accommodate the placement of articles upon them. The placards were intended to address a concern that carry-on or other articles, not on the airplane type design, could be inappropriately stowed there and, in case of an accident or severe turbulence, become injurious projectiles. The Staff investigated this practice and determined that the part 25 regulations relating to the stowage of cargo, baggage, carry-on articles, and equipment do not require the installation of these placards for surfaces such as these. Therefore, while an applicant may be encouraged to install such placards, they cannot be required to install the placards.

This policy memorandum addresses surfaces that are clearly not intended to be stowage compartments. Areas intended to be stowage compartments must meet the requirements of § 25.787.

The final policy as well as the disposition of public comments received is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on October 28, 2004.

**Kalene C. Yanamura,**

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

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**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA–2004–19477]

**Qualification of Drivers; Exemption Applications; Vision**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of applications for exemption from the vision standard; request for comments.

**SUMMARY:** This notice publishes the FMCSA’s receipt of applications from 29 individuals for an exemption from the vision requirement in the Federal Motor Carrier Safety Regulations. If granted, the exemptions will enable these individuals to qualify as drivers of commercial motor vehicles (CMVs) in interstate commerce without meeting the vision standard prescribed in 49 CFR 391.41(b)(10).

**DATES:** Comments must be received on or before December 8, 2004.

**ADDRESSES:** You may submit comments identified by any of the following methods. Please identify your comments by the DOT DMS Docket Number FMCSA–2004–19477.

- *Web site:* <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1–202–493–2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.

- *Hand Delivery:* Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

**Instructions:** All submissions must include the agency name and docket number for this notice. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

**Docket:** For access to the docket to read background documents or