

Subject: TC3 Telex Mail Voter 753
Japan/Korea-Southeast Asia
Intermediate class fares
Proposed Effective Date: August 28,
1995.

Paulette V. Twine,

Chief, Documentary Service Division.

[FR Doc. 95-21819 Filed 8-31-95; 8:45 am]

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Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ended August 18, 1995

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et. seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-95-396

Date filed: August 14, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 11, 1995

Description: Application of Baltia Air Lines, Inc. (Baltia), pursuant to Section 401 of the Act and Subpart Q of the Regulations, applies for a certificate of public convenience and necessity to provide scheduled foreign air transportation of persons, property and mail non-stop between New York, New York and St. Petersburg, Russia.

Docket Number: OST-95-403

Date filed: August 15, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 12, 1995

Description: Application of Eagle Jet charter, Inc. d/b/a Eagle Jet, pursuant to 49 U.S.C., 41102 and Subpart Q of the Regulations, requests authority to engage in interstate scheduled air transportation of passengers, property and mail: Between a place in (i) a State, territory, or possession of the United States and a place in the District of Columbia or another State, territory or possession of the United States; (ii) Hawaii and another place in Hawaii through the airspace over a place outside Hawaii; (iii) the District

of Columbia and another place in the District of Columbia; and (iv) a territory or possession of the United States and another place in the same territory or possession.

Docket Number: OST-95-408

Date filed: August 16, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 13, 1995

Description: Application of Nashville Air, Inc., pursuant to 49 U.S.C. Section 41102 and Subpart Q of the Regulations, requests issuance of a certificate of public convenience and necessity so as to authorize Nashville Air to provide scheduled interstate air transportation of persons, property and mail between various points in the United States.

Docket Number: OST-95-412

Date filed: August 17, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 14, 1995

Description: Application of North East Cargo Airlines, pursuant to 49 U.S.C. Section 41301 and Part 211 of the Economic Regulations, and Subpart Q of the Regulations, applies for a foreign air carrier permit authorizing it to engage in charter foreign air transportation of property and mail between a point or points in the Russian Federation and a point or points in the United States.

Docket Number: OST-95-415

Date filed: August 17, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 14, 1995

Description: Application of Polar Air Cargo, Inc., pursuant to 49 U.S.C. Section 41102, and Subpart Q of the Regulations, applies for an amendment to its certificate of public convenience and necessity authorizing it to engage in scheduled foreign air transportation of property and mail between the U.S. on the one hand and the countries listed in this application. Polar Air also requests that it be permitted to integrate service to these newly authorized points with service to other points for which it holds outstanding certificate authority, to the extent consistent with all applicable international agreements. Furthermore, Polar Air requests that the Department allow it to integrate the exemption authority issued by Order 95-3-30 with its certificate authority as amended by the addition of these new countries.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 95-21820 Filed 8-31-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Approval of Noise Compatibility Program, Greater Rockford Airport, Rockford, IL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Greater Rockford Airport Authority for Greater Rockford Airport 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 31, 1995, the FAA determined that the noise exposure maps submitted by the Greater Rockford Airport Authority under part 150 were in compliance with applicable requirements. On July 26, 1995, the Associate Administrator for Airports approved the Greater Rockford Airport noise compatibility program. This noise compatibility program is an updated version of a noise compatibility program FAA approved on March 23, 1990. The Greater Rockford Airport Authority's recommended program consists of twenty-nine measures including the withdrawal of six measures previously approved. Of the twenty-three remaining, twelve are listed as Noise Abatement Measures, eight are listed as Land Use Management Measures and three listed as Other Implementation Measures. The FAA has approved all twenty-three measures.

EFFECTIVE DATE: The effective date of the FAA's approval of the Greater Rockford Airport Noise Compatibility Program is July 26, 1995.

FOR FURTHER INFORMATION CONTACT: Melissa Wishy, Federal Aviation Administration, Chicago Airports District Office, CHI-ADO-640.8, 2300 East Devon Avenue, Des Plaines, Illinois, 60018, (708) 294-7524.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Greater Rockford Airport, effective July 26, 1995.

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 NCP 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 or 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 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 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 Chicago Airports District Office in Des Plaines, Illinois.

The Greater Rockford Airport Authority submitted to the FAA on May 3, 1994 noise exposure maps, descriptions and other documentation. This documentation was produced during the Airport Noise Compatibility Planning (Part 150) Study at Greater Rockford Airport from February 1993 through May 1994. The noise compatibility program is an updated version of a noise compatibility program FAA approved on March 23, 1990. The Greater Rockford Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on January 31, 1995. Notice of this determination was published in the **Federal Register** on February 23, 1995.

The Greater Rockford Airport 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 1998. 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 31, 1995 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 contained twenty-three proposed 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. The overall program, therefore, was approved by the Associate Administrator for Airports effective July 26, 1995.

Twelve of the twenty-three measures submitted are listed as "Noise Abatement Measures". Most of these noise abatement measures were designed to alter flight tracks and all were approved. Eight of the twenty-three measures submitted are listed as "Land Use Management Measures", of which all were approved. Of these eight land use measures, four are preventive measures including such things as noise overlay zoning recommendations, discouraging incompatible development

in areas impacted by aircraft noise exposure of 65 DNL and higher, adopting the Part 150 NCP as a comprehensive plan element and adopting guidelines for discretionary review. The remaining land use management measures are corrective measures such as acquisition of noise impacted homes, acquisition of development and overflight rights, creation of a noise buffer, and options of voluntary sale. Finally, three measures, "Other Implementation Measures" dealing with continuing planning were also approved outright. These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on July 26, 1995. The Record of Approval, as well as other evaluation materials and documents which comprised the submittal to FAA are available for review at the following locations:

Airport Manager's Office, Greater Rockford Airport Authority, 3600 Airport Drive, Rockford, Illinois 61125-0063

Illinois Department of Transportation, Division of Aeronautics, One Langhorne Drive, Capitol Airport, Springfield, Illinois

Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018

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

Issued in Des Plaines, Illinois on August 21, 1995.

Louis H. Yates,

*Manager, Chicago Airports District Office
FAA, Great Lakes Region.*

[FR Doc. 95-21818 Filed 8-31-95; 8:45 am]

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RTCA, Inc.; Joint RTCA Special Committee 180 and EUROCAE Working Group 46 Meeting; Design Assurance Guidance for Airborne Electronic Hardware

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a joint RTCA Special Committee 180 and EUROCAE Working Group 46 meeting to be held September 19-21, 1995, starting at 8:30 a.m. on September 19. (On subsequent days, meeting begins at 8:00 a.m.) The meeting will be held at EUROCAE, 17 rue Hamelin, Paris, France.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2)