

ACTION: Notice of availability of proposed advisory circular (AC) and request for comments.

SUMMARY: This notice announces the availability of and requests comments on the proposed advisory circular, AC 23-24. This guidance sets forth one method that may be used to generate compliance checklists for some 14 CFR, part 23 Supplemental Type Certificate (STC) airplane projects. Guidance is provided for changes to the airplane autopilot, engine, propeller, auxiliary fuel tank, and gross weight. These compliance checklists may be used to fulfill some of the requirements for a Certification Plan as part of an STC project.

DATES: Comments must be received on or before April 29, 2005.

ADDRESSES: Send all comments on the proposed AC to: Mr. Mark Orr, Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust Street, Room 301, Kansas City, MO 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Mark S. Orr, Standards Office, Small Airplane Directorate, Aircraft Certification Service, Kansas City, Missouri 64106, telephone: (816) 329-4151; facsimile: (816) 329-4090; e-mail: mark.orr@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The checklists generated using the information in the proposed AC are meant to complement the guidance in the Guides for Certification of Part 23 Airplanes (ACs 23-8B, 23-16A, 23-17A, and 23-19) and other more project-specific guidance. The material in the proposed AC describes an acceptable means, but not the only means, of compliance with 14 CFR part 23. The material in the proposed AC is not mandatory or regulatory in nature and does not constitute a regulation. Owners/operators of part 23 airplanes applying for an STC change covered in this proposed AC may use this material as a reference to create a project-specific compliance checklist. This material is also intended to be a reference for Federal Aviation Administration (FAA) engineers working on STC projects for these common changes.

Comments Invited

You may obtain a copy of this proposed AC by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. A copy of this proposed AC will also be available on

the Internet at <http://www.airweb.faa.gov/AC>.

We invite you to submit any written relevant data, views, or arguments regarding the proposed AC. Send your comments to the address listed under **ADDRESSES**. Include "Comments to proposed AC 23-24" at the beginning of your comments. Comments sent by facsimile must also contain "Comments to proposed AC 23-24" in the subject line. You may send comments electronically to: mark.orr@faa.gov. Comments sent electronically must contain "Comments to proposed AC 23-24" in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII text. Your comments must contain what specific change you are seeking to the proposed AC and include justification (for example, reasons or data) for each request.

We will consider all communications received on or before the closing date for comments before issuing the final AC. The proposed AC and comments received may be inspected at the Standards Office (ACE-110), 901 Locust, Room 301, Kansas City, Missouri, between the hours of 8:30 a.m. and 4 p.m. weekdays, except Federal holidays by making an appointment in advance with the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Kansas City, Missouri on February 17, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-3766 Filed 2-25-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Southwest Florida International Airport, Fort Myers, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Lee County Port Authority for Southwest Florida International 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.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is February 11, 2005.

FOR FURTHER INFORMATION CONTACT: Ms. Bonnie Baskin, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Dr., Suite 400, Orlando Florida 32822, (407) 812-8331, Extension 130.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Southwest Florida International Airport are in compliance with applicable requirements of part 150, effective February 11, 2005.

Under 49 U.S.C. section 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 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 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 Lee County Port Authority. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes: Table 7-1, "2003, 2008 and 2020 Annual operations"; Table 8-3, "2008 Domestic Air Carrier Operations and Fleet Mix"; Table 8-3, "2008 Domestic Air Carrier operations and Fleet Mix"; Table 8-3, "2008 Domestic Air Carrier Operations and Fleet Mix"; Table 8-21, "2003 and 2008 Departure Corridor Percentages"; Table 8-22, "2003 and 2008 Arrival Corridor Percentages"; Table 8-23, "2003 and 2008 Local Pattern Percentages"; Table 9-4, "Estimated Population Within 2003 and 2008 DNL Contours"; Exhibit 8-1, "Aircraft Flight Tracks-Northeast Flow"; Exhibit 8-2, "Aircraft Flight Tracks-Southwest Flow"; Exhibit 8-3, "Local

Flight Tracks"; Exhibit 9-1, "2003 DNL Noise Contours with Existing Land Use"; and Exhibit 9-3, "2008 DNL Noise Contours With Existing Land Use". The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on February 11, 2005.

FAA's determination on the 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 maps documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822.

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

Issued in Orlando, Florida, February 11, 2005.

W. Dean Stringer,

Manager, Orlando Airports District Office.

[FR Doc. 05-3765 Filed 2-25-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 05-06-C-00-EUG To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Mahlon Sweet Field—Eugene Airport, Submitted by the City of Eugene, Mahlon Sweet Field—Eugene Airport, Eugene, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use, PFC revenue at Mahlon Sweet Field—Eugene Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before March 30, 2005.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration, 1601 Lind Avenue, SW., Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert Noble, Airport Manager, at the following address: 2885 Lockheed Drive, Eugene, OR 97402.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Mahlon Sweet Field—Eugene Airport, under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang (425) 227-2654, 1601 Lind Avenue, SW., Renton, WA 98055. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application 05-06-C-00-EUG to impose and use, PFC revenue at Mahlon Sweet Airport—Eugene Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 18, 2005, the FAA determined that the application to

impose and use, the revenue from a PFC submitted by City of Eugene, Mahlon Sweet Field—Eugene Airport, Eugene, Oregon, was substantially complete within the requirements to section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 9, 2005.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: July 1, 2005.

Proposed charge expiration date: September 1, 2007.

Total requested for use approval: \$2,400,000.

Brief description of proposed project: Terminal Rehabilitation.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Operations by Air Taxi/Commercial Operators utilizing aircraft having a maximum seating capacity of less than twenty passengers when enplaning revenue passengers in a limited, irregular/non-scheduled, or special service manner. Also exempted are operations by Air Taxi/Commercial Operators, without regard to seating capacity, for revenue passengers transported for student instruction, non-stop sightseeing flights that begin and end at Eugene Airport and are conducted within a 25 mile radius of the same airport, fire fighting charters, ferry or training flights, air ambulance/medivac flights, and aerial photography or survey flights.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue, SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Mahlon Sweet Field—Eugene Airport.

Issued in Renton, Washington on February 18, 2005.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 05-3764 Filed 2-25-05; 8:45 am]

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