

anchorage, within the following listed areas

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It then specifies nine "operating areas," or bodies of water, within the two States. This language is clear on its face. A plain reading of "intra-port transit" includes any transit between any two points within any of these nine areas. Although the rule furnishes some examples of intra-port transits, the examples, being just that, are not exhaustive; the language "to include, but not limited to" sees to that. This language supports a comprehensive interpretation of what constitutes an "intra-port transit." On the basis of this interpretation the Coast Guard has understood "intra-port transit" as used in 46 CFR 15.1030 to mean any transit between any two points within any of these nine areas.

Nothing in 46 CFR 15.1001 and 15.1030 precludes the Coast Guard from exercising jurisdiction over the holder of a Federal First Class Pilot's license acting under the authority of that license simply because a foreign-trade vessel is either inbound from, or outbound to, sea. "[I]ntra-port transit" as used in 46 CFR 15.1030 includes the movement of a foreign-trade vessel inbound from sea from the point where a State-licensed pilot ceases providing pilotage to another point within the identified areas (for instance a dock or anchorage). Likewise, "intra-port transit" as used there includes the movement of a foreign-trade vessel outbound to sea from a point within the identified areas (for instance a dock or anchorage) to the point where a State-licensed pilot begins providing pilotage.

Dated: August 4, 2000.

R.G. North,

Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 00-20449 Filed 8-10-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 2000-7741]

Towing Safety Advisory Committee

AGENCY: Coast Guard, DOT.

ACTION: Notice of meetings.

SUMMARY: The Towing Safety Advisory Committee (TSAC) and its working groups will meet to discuss various issues relating to shallow-draft inland and coastal waterway navigation and towing safety. All meetings will be open to the public.

DATES: TSAC will meet on Thursday, September 14, 2000 from 8 a.m. to 12:30 p.m. The working groups will meet on Wednesday, September 13, 2000, from 9 a.m. to 3:30 p.m. These meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before September 4, 2000. Requests to have a copy of your material distributed to each member of the committee or working groups should reach the Coast Guard on or before August 24, 2000.

ADDRESSES: TSAC will meet in the Jackson-Johnson rooms at the Holiday Inn, Mount Moriah; Memphis, TN. The working groups will begin meeting in the same rooms and may move to separate spaces designated at that time.

Send written material and requests to make oral presentations to Mr. Gerald P. Miente, Commandant (G-MSO-1), Room 1210, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Gerald P. Miente, Assistant Executive Director, TSAC, telephone 202-267-0229, fax 202-267-4570, or e-mail at gmiente@comdt.uscg.mil.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agenda of Meeting

The agenda tentatively includes the following:

- (1) Report of the Voyage Planning Work Group.
- (2) Report of the Electronic Charting Work Group.
- (3) Report from the Tug Assistance and Remote Anchor Release Work Group.
- (4) Report of the Communications Work Group.
- (5) Report of the Casualty Analysis Work Group.
- (6) Report of the Licensing Implementation Work Group.
- (7) Project update on Cargo Securing Practices.
- (8) Project update on the Interim Rule "Licensing and Manning for Officers of Towing Vessels."
- (9) Project update concerning Current Initiatives Regarding Crew Alertness.
- (10) Project update on the Automated Information System (AIS).
- (11) Project update on the International Maritime Information Safety System (IMISS).
- (12) Presentation by the Gulf Coast Mariners Association on a booklet entitled "Mariners Speak Out."

(13) Presentation by the Coast Guard of policy on the Clarification of the 12-hour Work Rule.

(14) Discussion on any task statements presented.

Procedural

All meetings are open to the public. Please note that the meetings may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the Assistant Executive Director no later than September 4, 2000. Written material for distribution at a meeting should reach the Coast Guard no later than August 21, 2000. If you would like a copy of your material distributed to each member of the committee or working groups in advance of a meeting, please submit 25 copies to the Assistant Executive Director no later than August 21, 2000.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact the Assistant Executive Director as soon as possible.

Dated: August 3, 2000.

P. A. Richardson,

Acting Director of Standards.

[FR Doc. 00-20450 Filed 8-10-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program Update and Request for Review, Tampa International Airport, Tampa, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised current and future noise exposure maps submitted by the Hillsborough County Aviation Authority for Tampa International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Tampa International Airport under Part 150 in conjunction

with the noise exposure maps, and that this program will be approved or disapproved on or before February 1, 2001.

EFFECTIVE DATE: The effective date of the FAA's determination on the revised noise exposure maps and of the start of its review of the associated noise compatibility program is August 4, 2000. The public comment period ends October 3, 2000.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024, (407) 812-6331, Extension 29. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the revised noise exposure maps submitted for Tampa International Airport are in compliance with applicable requirements of Part 150, effective August 4, 2000. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before February 1, 2001. 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 to 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.

Hillsborough County Aviation Authority submitted to the FAA on August 2, 2000, revised noise exposure maps, descriptions and other

documentation which were produced during the Tampa International Airport FAR Part 150 noise study conducted between July 10, 1997, and August 1, 2000, and 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 revised noise exposure maps and related descriptions submitted by the Hillsborough County Aviation Authority. The specific maps under consideration are "2000 Existing Conditions Noise Exposure Map with Revised Noise Compatibility Program" and "2005 Five-Year Forecast Conditions Noise Exposure Map with Revised Noise Compatibility Program" in the noise compatibility program submission. The FAA has determined that these maps for Tampa International Airport are in compliance with applicable requirements. This determination is effective on August 4, 2000. 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 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 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 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 Tampa International Airport, also effective on August 4, 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 revised program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before February 1, 2001.

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 by 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 revised 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 revised 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,
Orlando Airports District Office, 5950
Hazeltine National Drive, Suite 400,
Orlando, Florida 32822-5024

Hillsborough County Aviation
Authority, Tampa International
Airport, 3rd Floor, Blue Side,
Landside Terminal Building, Tampa,
Florida 33607

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

Issued in Orlando, Florida August 4, 2000.

W. Dean Stringer,

Manager, Orlando Airport District Office.

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