determined by FAA to be in compliance with applicable requirements on May 19, 2003. Notice of this determination was published in the **Federal Register** on June 4, 2003.

The Guam International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from (March 17, 2003, to beyond the year 2008). It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in 49 USC 47504 (formerly section 104(b) of the Act). The FAA began its review of the program on May 19, 2003 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained twenty-eight (28) 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 was approved, by the Assistant Administrator for Airports, effective November 14, 2003.

Outright approval was granted for twelve (12) of the twenty-eight (28) specific program measures. Fourteen (14) measures were disapproved for the purposes of part 150, and two (2) measures required no action. The approved measured included such items as: Amending the land use plans in-line with A.B. Won Pat Guam International Airport Authority noise compatibility guidelines; Zone lands near the airport for compatible uses consistent with the Airport Master Plan; Local government adopt and enforce ordinances and controls to regulate building construction methods and material for the purpose of attenuating aircraft noise in habitable buildings in and around the Airport Noise Zone; Establish a Public Information Program; Require the disclosure of aircraft noise levels by property owners and their agents; Establish a professional staff responsible for noise compatibility and abatement measures; Establish a community Noise Advisory Committee that meet regularly to address noise concerns; Install Noise Monitoring Equipment; Install Flight Track Systems that correlates data with FAA ARTS radar data; Acquire developed non-compatible property with the 65 DNL contour; Offer howeowners a Property Purchase Guarantee to assure that their property would be acquired at fair market value and returned use with appropriate sound insulation measures, releases, and restrictions if the owner had made a ''bona fide effort'' to sell the property within the 65 DNL contour based on the 2003 NEM; Acoustical treatment of residential, schools and other public buildings within the 65 DNL contour.

The following measures were disapproved pending submission of additional information: Establishment of new flight tracks or modifying existing flight tracks to concentrate aircraft overflights over areas with relatively few noise sensitive land uses; Establishing procedures that would require aircraft to follow a Standard Instrument Departure (SID) in all weather conditions, including Visual Flight Rules (VFR) conditions. SID's normally include departure headings and altitudes to be followed; Voluntary procedure that arriving aircraft delay lowering flaps and landing gear until closer to the airport; Air Traffic restrict the use of visual approaches during VFR conditions; Use of sophisticated on-board equipment that integrates signals from a variety of ground based and satellite systems to provide a visual course reference (vertical and horizontal information) for pilots to navigate along predetermined flight track; Displace Runway 6L; Construct acounstical barriers; such as noise walls, earth berms, or vegetative barriers to help attenuate noise caused by Airport operations; Construct high-speed exist taxiways at strategic locations along the runway to decrease the need for reverse thrust to slow arriving aircraft, and/or eliminate the need to add power to exit a runway via perpendicular taxiways; Implement a differential airport user fees based on aircraft noise levels and/or time of day of operation; Establish an agreement whereby the airport users voluntarily establish goals and a timetable/schedule for increasing the percentage of quieter aircraft in the airport fleet mix; Restrict aicraft engine run-ups to certain hours, location of engine run-up, minimizing or prohibiting nightime run-ups, restricting engine power settings to specific levels, and/or reducing the length of run-up times at various levels; Acquisition of fee-simple privately owned, private land to prevent non-compatible land use; Require the dedication of avigation easements as a condition of building permits in affected areas; Acquisition of fee-simple privately owned, private non-compatible land use; Require the dedication of avigation easements as a condition of building permits in affected areas; Acquisition of fee-simple privately owned, private land to prevent non-compatible land use. The following measure was disapproved: Modify the building code to require specified interior noise reduction for new construction in the Airport Noise Zones; Dedication of avigation easements as a condition of building permits in affected areas.

The following two measures required no action: Use of Close-in Noise Abatement Department Procedures where departing aircraft climb under takeoff power to an altitude of at least 800 feet Above Ground Level (AGL). Use of Distant Noise Abatement Departure Procedure where departing aircraft climb to at least 800 feet AGL, the pitch of the aircraft is then decreased and the aircraft accelerates to a speed adequate to maintain flight with zero flaps (nominally 210 knots). Flaps are then retracted and thrust reduced to a level not less than necessary to maintain required climb. Upon reaching 3,000 feet AGL (or the coastline is cleared), the aircraft resumes normal climb.

These determinations are set forth in detail in the Record of Approval signed by the Associate Administrator for Airports on November 14, 2003. 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 the A.B. Won Pat Guam International Airport Authority. The Record of Approval also will be available on-line at *http://www.faa.gov/arp/environmental/14cfr150/index14.cfrm.*

Issued in Hawthorne, California on December 19, 2003.

Mia Paredes Ratcliff,

Acting Manager, Airports Division, Western-Pacific Region, AWP–600.

[FR Doc. 04–495 Filed 1–9–04; 8:45 am]

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: The FAA will hold an informal public meeting to seek aviation weather user input. Details: January 21, 2004; Air Line Pilots Association, 535 Herndon Parkway, Herndon, Virginia

22170; 9 a.m. to 5 p.m. in Conference Room XX. 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 at the Air Line Pilots Association (ALPA), 535 Herndon Parkway, Herndon, Virginia 22170. Times: 9 a.m. to 5 p.m. on January 21, 2004.

FOR FURTHER INFORMATION CONTACT: Debi Bacon, Aerospace Weather Policy Division, ARS–100, 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*.

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 (R&D) into operations. The Director of the Aerospace Weather Policy and Standards Staff, ARS–20, chairs the AWTT Board. The board is composed of stakeholders in Air Traffic Services, ATS; Regulation and Certification, AVR; and Research and Acquisitions, ARA 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 R&D products for experimental use, full operational use for meteorologists or full operational use for end users. The board's determination is based upon criteria in the following areas: user's needs; benefits; costs; risks; technical readiness; operational readiness and budget requirements.

FAA has the sole responsibility and authority to make decisions intended to provide a safe, secure, and efficient U.S. national airspace system. However, it behooves FAA to not make decisions in a vacuum. Rather, FAA is seeking inputs from the user community before decisions are finalized. The purpose of this meeting is to obtain industry feedback.

Industry users will be invited to participate in quarterly, one-day meetings to provide input for development of concepts of use (ConUse) for individual aviation weather products near specific AWTT board decision points. The decision points are for transition from the test stage (D2) to the experimental stage (D3) and/or from the experimental stage (D3) to the operational stage (D4). Industry meetings will precede the two AWTT board meetings approximately one month prior to each board meeting and in each of the other two quarters of the year. These industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting is the industry session intended to provide input for a roadmap for aviation weather. It is also intended to receive feedback on weather R&D products that will be presented for consideration at the May and November 2004 AWTT Board meetings. The products to be considered include the Current Icing Potential (CIP) Severity product for D3; the National Convective Weather Forecast (NCWF) 2 hour product (D3); the Forecast Icing Potential (FIP)—Alaska product (D3); the FIP supercooled Large Droplets (SLD) product (D4); the FIP Severity product (D3); the Graphical Turbulence Guidance (GTG) Flight Level 100–200 (D3) and the Oceanic Cloud Top Height product (CTOP) (D3).

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. Attendees must present themselves to the security guard at the Air Line Pilots Association (ALPA), 525 Herndon Parkway, Herndon, VA, obtain a visitor pass and adhere to security instructions for ALPA.

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

(d) FAA aviation weather research program personnel will conduct an overview briefing on the short- and mid-term outlook for scientific research for aviation weather products. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the process that is not clear.

(e) FAA personnel will lead a session intended to refine an aviation weather roadmap, and a second session intended to refine ConUses for specific weather products due for AWTT board decisions during 2004. Any person present may give feedback on the aviation weather roadmap or the specific products due for board decisions. Feedback on the proposed products will be captured through discussion between FAA personnel and any persons attending the meeting.

(f) FAA will not take any action items from this meeting nor make any commitments to accept specific user suggestions. The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(g) 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 to the information contact, above.

(h) 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) Review of AWTT user input process, proposed changes, calendar of events
(c) Research Update
(d) Roadmap Work Session
(e) ConUse Work Session
(f) Closing Comments

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Issued in Washington, DC on January 7, 2004.

Richard J. Heuwinkel,

Acting Staff Director, Office of Aerospace Weather Policy and Standards.

[FR Doc. 04–491 Filed 1–09–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 172: Future Air-Ground Communications in the Very High Frequency (VHF) Aeronautical Data Band (118–137 MHz)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 172 meeting.