

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****RTCA Special Committee 159;
Minimum Operational Performance
Standards for Airborne Navigation
Equipment Using Global Positioning
System (GPS)**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. Law 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 159 meeting to be held June 12-16, 2000, starting at 9:00 a.m. each day. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Washington, DC 20036.

The agenda will be as follows:

Specific Working Group Sessions:
June 12: Working Group 1, Third Civil Frequency; June 13: Working Group 6, GPS/Interference; Working Group 2C, GPS/Inertial; June 14: 9 a.m.-12 p.m., Working Group 4, Precision Landing Guidance (GPS/LAAS); Working Group 6, Interference; 1:30 p.m.-4:30 p.m., SC-159 Ad Hoc, Recommendation Support; June 15: Working Group 2, GPS/WAAS; Working Group 4, Precision Landing Guidance (LAAS).

June 16: Plenary Session: (1) Chairman's Introductory Remarks; (2) Approve Summary of Previous Meeting; (3) Review Working Group (WG) Progress and Identify Issues for Resolution: (a) GPS/3rd Civil Frequency (WG-1); (b) GPS/WAAS (WG-2); (c) GPS/GLONASS (WG-2A); (d) GPS/Inertial (WG-2C); (e) GPS/Precision Landing Guidance (WG-4); (f) GPS/Airport Surface Surveillance (WG-5); (g) GPS Interference (WG-6); (h) SC-159 Ad Hoc; (4) Review of EUROCAE Activities; (5) Review/Approve Final Draft, NAVSTAR GPS L5 Civil Signal Specification; (6) Review/Approve Final Draft, SC-159 Response to the Johns Hopkins University Applied Physics Laboratory Recommendation Regarding Receiver Autonomous Integrity Monitoring; (7) Assignment/Review of Future Work; (8) Other Business; (9) Date and Location of Next Meeting; (10) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting.

Persons wishing to present statements or obtain information should contact the RTCA Secretariat, at (202) 833-9339 (phone), (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 18, 2000.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Noise Exposure Map Notice Receipt of
Noise Compatibility Program and
Request for Review Austin-Bergstrom
International Airport Austin, Texas**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by City of Austin for Austin-Bergstrom International Airport under the provisions of Title 49 USC, Chapter 475 (hereinafter referred to as "Title 49" 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 Austin-Bergstrom International Airport under Part 150 in conjunction with the noise exposure maps and that this program will be approved or disapproved on or before November 8, 2000.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and the start of its review of the associated noise compatibility program are May 9, 2000. The public comment period ends July 8, 2000.

FOR FURTHER INFORMATION CONTACT: Nan L. Terry, Department of Transportation, Federal Aviation Administration, Fort Worth, Texas, 76193-0652, (817) 222-5607. 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 noise exposure map submitted for Austin-Bergstrom International Airport is in compliance with applicable requirements of Part 150, effective May 8, 2000. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before November 8, 2000. This notice also announces the availability of this program for public review and comment.

Under Title 49, 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. Title 49 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 the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title 49, 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.

On April 20, 1999, FAA published its approval of noise exposure maps for the Austin-Bergstrom International Airport in the **Federal Register**. On April 10, 2000, the City of Austin submitted a new 2004 noise exposure map. The FAA has completed its review of the 2004 the noise exposure maps and related descriptions submitted by City of Austin. The specific map under consideration is 2004 Future Condition Noise Exposure Map, Figure 10-1 in the submission.

In addition to the 2004 future condition noise exposure map, the City of Austin submitted to the FAA on April 10, 2000, descriptions and other documentation which were produced during Austin-Bergstrom International Airport, Austin, Texas, Part 150 Noise Compatibility Study. It was requested that the FAA review this material as the noise exposure map, as described in Title 49, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Title 49.

The FAA has determined that this map for Austin-Bergstrom International Airport is in compliance with applicable requirements. This determination is effective on May 8, 2000. FAA's determination on an airport operator's noise exposure map(s) is limited to a finding that the map(s) was 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.