

FOR FURTHER INFORMATION CONTACT:

Richard K. Pemberton, Administrative Officer, Room 6210, GSA Headquarters, 18th & F Streets, NW., Washington, DC 20405; telephone 202-501-3863; telecopier 202-501-6160.

SUPPLEMENTARY INFORMATION: Pursuant to the Federal Advisory Committee Act (5 USC Appendix), DOT gives notice of a meeting of the White House Commission on Aviation Safety and Security ("Commission"). The Commission was established by the President to develop advice and recommendations on ways to improve the level of civil aviation safety and security, both domestically and internationally. The principal purpose of the meeting on February 11 and 12 is to formulate the Commission's final recommendations to the President.

The portion of the meeting from 9:00 AM-2:00 PM, during which the Commissioners will formulate their recommendations on measures to improve aviation security, will be closed to the public pursuant to the following exemptions in the Government in the Sunshine Act, which apply to public meetings under the Federal Advisory Committee Act:

Exemption 1: Classified information. In order properly to formulate their recommendations, the Commissioners may need to discuss or refer to information properly classified in the interest of national security, which may not be done in public.

Exemption 3: Information exempted from public disclosure by some other statute. Under 49 USC 40119(b), the Administrator of the Federal Aviation Administration (FAA) may prohibit public disclosure of certain categories of information relating to aviation security, if disclosure would constitute an unwarranted invasion of personal privacy, reveal company confidential information, or create a risk to the safety of individuals traveling in inter- or intra-state air transportation. These categories are described at 14 CFR Part 191. Such information will be discussed or referred to at the meeting.

Exemption 4: Company confidential information. There is competition in the aviation industry in many forms: among carriers, among equipment manufacturers, and among software manufacturers, among others. Public discussion of some of these matters could violate 18 USC 1905, which makes it a crime to reveal improperly company confidential information that has come into the possession of the Government.

Exemption 9: Premature disclosure would lead to frustration of proposed

agency action. The final recommendations of the Commission have not been formulated; it is possible, however, that public knowledge of some of the security recommendations may frustrate their acceptance and implementation by the FAA and other agencies. The Commission is authorized to protect against this possibility.

Limited seating for the public portion of the meeting is available on a first-come, first-served basis. The public may submit written comments to the Commission at any time; comments should be sent to Mr. Pemberton at the address and telecopier number shown above.

Issued in Washington, DC on February 6, 1997.

Nancy E. McFadden,

General Counsel, Department of Transportation.

[FR Doc. 97-3444 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Advisory Circular 20-139, Commercial Assistance During Construction of Amateur-Built Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces the availability of Advisory Circular 20-139, Commercial Assistance During Construction of Amateur-Built Aircraft. Advisory Circular 20-139 provides information and guidance concerning an acceptable means, but not the only means, of demonstrating compliance with the requirements of Federal Aviation Regulations Part 21, Certification Procedures for Products and Parts. It is directed to persons involved in the construction of amateur-built aircraft, the manufacturer of kits designed to be assembled into aircraft by amateur-builders, builders of aircraft fabricated from plans for certification as amateur-built, and persons providing assistance to amateur-builders.

ADDRESSES: Copies of AC 20-139 can be obtained from the following: U.S. Department of Transportation, Subsequent Distribution Office, M-483.6, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785.

Issued in Washington, DC, on April 3, 1996.

Frank P. Paskiewicz,

Acting Manager, Production and Airworthiness Certification Division.

[FR Doc. 97-3506 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-13-M

Receipt of Noise Compatibility Program and Request for Review for Laughlin Bullhead International Airport, Bullhead City, AZ

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Laughlin Bullhead International Airport, Bullhead City, Arizona, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150 by the Mohave County Airport Authority, Inc. This program was submitted subsequent to a determination by the FAA that the associated noise exposure maps, submitted under 14 CFR Part 150 for Laughlin Bullhead International Airport, were in compliance with applicable requirements effective July 9, 1996. The proposed noise compatibility program will be approved or disapproved on or before October 13, 1997.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is February 14, 1997. The public comment period ends April 15, 1997.

FOR FURTHER INFORMATION CONTACT: Charles B. Lieber, Airport Planner, AWP-611.1, Planning Section, Western-Pacific Region, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, Telephone (310) 725-3614. Street Address: 15000 Aviation Boulevard, Hawthorne, California 90261. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for Laughlin Bullhead International Airport which will be approved or disapproved on or before October 13, 1997. This notice also announces the availability of this program for public review and comment.

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.

The FAA formally received the noise compatibility program for Laughlin Bullhead International Airport, effective on December 4, 1996. It was requested that the FAA review this material 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. 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 program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before October 13, 1997.

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 be 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 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 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,
National Headquarters, 800
Independence Avenue, SW., Room
617, Washington, DC 20591
Federal Aviation Administration,
Western-Pacific Region Office, 15000
Aviation Boulevard, Room 3012,
Hawthorne, California 90261
Mr. Norm Hicks, Executive Director &
Chief Operating Officer, Laughlin
Bullhead International Airport, 600

Highway 95, Bullhead City, Arizona
86429.

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

Issued in Hawthorne, California, on
January 28, 1997.

Herman C. Bliss,
Manager, Airports Division, Western-Pacific
Region, AWP-600.

[FR Doc. 97-3405 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-13-M

Approval of Noise Compatibility Program; Riverside Municipal Airport, Riverside, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the city of Riverside, California, 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. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On September 12, 1995 the FAA determined that the noise exposure maps submitted by the city of Riverside, California, under Part 150 were in compliance with applicable requirements. On January 3, 1997, the Associate Administrator for Airports approved the Riverside Municipal Airport Noise Compatibility Program. All fourteen (14) of the program elements were approved. Six (6) elements were approved as a voluntary measure, seven (7) elements were approved outright, and one (1) element was approved subject to confirmation of a detailed acoustical/design study to confirm the benefits of a noise barrier and refinement of the barrier's location.

EFFECTIVE DATE: The effective date of the FAA's approval of the Riverside Municipal Airport Noise compatibility program is January 3, 1997.

FOR FURTHER INFORMATION CONTACT: Charles Lieber, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Wordway Postal Center, Los Angeles, California 90009-2007. Telephone: (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261.

Documents reflecting this FAA action may be reviewed at this location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for the Riverside Municipal Airport, effective January 3, 1997.

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 of the Act and is limited to the following determinations:

a. The Noise Compatibility Program 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 of 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.