

Seventeen measures were included in the Lincoln Airport Noise Compatibility Plan. Of the seventeen measures, fourteen were approved; one measure was approved in part and disapproved in part for the purposes of part 150; and two measures were disapproved pending submission of additional information. No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Lincoln Airport noise compatibility program is June 7, 2004.

**FOR FURTHER INFORMATION CONTACT:**

Mark Schenkelberg, 901 Locust, Kansas City, Missouri, 64106. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the noise compatibility program for Lincoln Airport, effective June 7, 2004.

Under section 47504 of 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 non-compatible land uses and prevention of additional non-compatible 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, governmental 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 and 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 non-compatible land uses around the airport and preventing the introduction of additional non-compatible 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.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Kansas City, Missouri.

Lincoln Airport submitted to the FAA on February 18, 2003, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from February 2002 through February 2003. The Lincoln Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 26, 2003. Notice of this determination was published in the **Federal Register** on October 8, 2003 (68 FR 58162).

The Lincoln Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2009. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act. The FAA began its review of the program on December 10, 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 five Noise Abatement Elements, eight Land Use Management Elements, and four Program Management Elements. 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, therefore, was approved by the FAA effective June 7, 2004.

Outright approval was granted for all the Land Use Management Elements and Program Management Elements and for two of the Noise Abatement Elements. One Noise Abatement Element was approved in part and disapproved in part for purposes of part 150. Two Noise Abatement Elements were disapproved pending submission of additional information to make an informed analysis.

These determinations are set forth in detail in a Record of Approval signed by the FAA Associate Administrator of Airports on June 7, 2004. 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 Lincoln Airport. The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Central Region, July 15, 2004.

**George A. Hendon,**

*Manager, Airports Division.*

[FR Doc. 04-17020 Filed 7-26-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Rule on Application 04-11-U-00-MKE To Use the Revenue From a Passenger Facility Charge (PFC) at General Mitchell International Airport, Milwaukee, WI**

**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 use the revenue from a PFC at General Mitchell International Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before August 26, 2004.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to C. Barry Bateman, Airport Director of the General Mitchell International Airport, Milwaukee, Wisconsin at the following address: 5300 South Howell Avenue, Milwaukee, Wisconsin 53207-6189.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Milwaukee under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Sandra E. DePottey, Program Manager, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450, 612-713-4363. 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 to use the revenue from a PFC at General Mitchell International Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On July 8, 2004 the FAA determined that the application to use the revenue from a PFC submitted by the County of Milwaukee was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than October 13, 2004.

The following is a brief overview of the application.

*Level of the PFC:* \$3.00.

*Actual charge effective date:* March 1, 2017.

*Estimated charge expiration date:* September 1, 2017.

*Total approved PFC revenue:* \$825,000.

*Brief description of proposed project:* E concourse aircraft ramp.

*Class or classes of air carriers, which the public agency has requested, not be required to collect PFCs:* Air taxi/commercial operators filing FAA form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at the County of Milwaukee.

Issued in Des Plaines, Illinois on July 19, 2004.

**Elliott Black,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 04-17017 Filed 7-26-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application No. 04-04-C-00-SUX To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Sioux Gateway Airport, Sioux City, IA

**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 the revenue from a PFC at Sioux Gateway Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before August 26, 2004.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 901 Locust, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed delivered to Mr. Glenn S. Januska, Airport Director, Sioux Gateway Airport, at the following address: Sioux Gateway Airport/Col. Bud Day Field, 2403 Aviation Boulevard, Sioux City, Iowa 51111.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Sioux Gateway Airport, under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Lorna Sandridge, PFC Program Manager, FAA, Central Region, 901 Locust, Kansas City, MO 64106 (816) 329-2641. 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 to impose and use the revenue from a PFC at the Sioux Gateway Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On July 19, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Sioux Gateway Airport, Sioux City Iowa, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 12, 2004.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$4.50.

*Proposed charge effective date:* November, 2004.

*Proposed charge expiration date:* May, 2006.

*Total estimated PFC revenue:* \$258,095.

*Brief description of proposed project(s):* Rehabilitate Taxiway Bravo; Reconstruct Taxiway Charlie, the air carrier ramp, Taxiway Alpha (south), and Taxiway Echo; update the airport master plan, and replace a snow plow.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Sioux Gateway Airport.

Issued in Kansas City, Missouri on July 19, 2004.

**Michael J. Faltermeier,**

*Acting Manager, Airports Division, Central Region.*

[FR Doc. 04-17021 Filed 7-26-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### FTA Fiscal Year 2004 Apportionments, Allocations and Program Information; Notice of Supplemental Information and Corrections

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice.

**SUMMARY:** This notice announces that FTA will make available the entire amount of the annual apportionments and allocations when Congress extends