

ROD for the evaluation of new information regarding a new Memorandum of Agreement executed by the Federal Aviation Administration, Michigan State Historic Preservation Officer, and Lenawee County for the Lenawee County Airport located in Adrian, Michigan.

SUMMARY: The Federal Aviation Administration (FAA) is making available a written Re-evaluation of an Environmental Assessment and FONSI/ROD for the evaluation of a new Memorandum of Agreement executed by the Federal Aviation Administration, Michigan State Historic Preservation Officer, and Lenawee County for the Lenawee County Airport located in Adrian, Michigan.

Point of Contact: Mr. Brad Davidson, Environmental Protection Specialist, FAA Great Lakes Region, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, MI 48174 (734) 229-2900.

SUPPLEMENTARY INFORMATION: The FAA is making available a Written Re-evaluation of an Environmental Assessment and FONSI/ROD for the evaluation of a new Memorandum of Agreement executed by the Federal Aviation Administration, Michigan State Historic Preservation Officer, and Lenawee County for the Lenawee County Airport located in Adrian, Michigan. The purpose of the FONSI/ROD and Written Re-evaluation was to evaluate potential environmental impacts arising from the preparation and execution of a Memorandum of Agreement between the Federal Aviation Administration, Michigan State Historic Preservation Officer, and Lenawee County.

These documents will be available during normal business hours at the following locations: FAA Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, MI 48174 Due to current security requirements, arrangements must be made with the point of contact prior to visiting this office.

Issued in Detroit, Michigan, October 27, 2004.

Irene R. Porter,

Manager, Detroit Airport District Office, FAA, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

First Meeting: RTCA Special Committee 203/Minimum Performance Standards for Unmanned Aircraft Systems and Unmanned Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 203, Minimum Performance Standards for Unmanned Aircraft Systems and Unmanned Aircraft.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 203, Minimum Performance Standards for Unmanned Aircraft Systems and Unmanned Aircraft.

DATES: The meeting will be held November 30–December 2, 2004 starting at 9 a.m.

ADDRESSES: The meeting will be held at RTCA, 1828 L Street, NW., Suite 805, Washington, DC, 20036–5133.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 803, Washington, DC, 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., appendix 2), notice is hereby given for a Special Committee 135 meeting. The agenda will include:

- November 30–December 2:
- Opening Plenary Session (Welcome and Introductory Remarks, Review/Approval of Meeting Agenda)
- Federal Committee Advisory Act (FACA)/RTCA Procedures
- Review of Committee Terms of Reference
- Key Note Commentary
- Special Committee Structure, Organization and Work Plan
- Presentations—Unmanned Aircraft Systems
- Closing Plenary Session (New/Unfinished Business, Date and Place of Next Meeting, Review Actions Items/Work Program)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 26, 2004.

Robert Zoldos,

FAA System Engineer, RTCA Advisory Committee.

[FR Doc. 04-24849 Filed 11-5-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Bradley International Airport, Windsor Locks, Connecticut; FAA Approval of Noise Compatibility Program

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Connecticut Department of Transportation 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 non-federal responsibilities in Senate Report No. 96-52 (1980). On April 21, 2004, the FAA determined that the noise exposure maps submitted by the Connecticut Department of Transportation under Part 150 were in compliance with applicable requirements. On October 18, 2004, the Associate Administrator approved the Bradley International Airport noise compatibility program. Of the 17 proposed program elements, 15 were approved and two were partially approved.

DATES: *Effective Date:* The effective date of the FAA's approval of the Bradley International Airport noise compatibility program is October 18, 2004.

FOR FURTHER INFORMATION CONTACT: John C. Silva, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone (617) 238-7602.

Documents reflecting this FAA action may be obtained from the same individual.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Bradley International Airport noise compatibility program, effective October 18, 2004.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of a

1979 (hereinafter 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, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (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 recommendation 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 as 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 a 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 under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The Connecticut Department of Transportation submitted to the FAA, on March 2, 2004, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from February 1999 to March 2004. The Bradley International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 21, 2004. Notice of this determination was published in the **Federal Register** on May 3, 2004.

The Bradley International Airport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 2008. The Connecticut Department of Transportation requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104(b) of the Act. The FAA began its review of the program on April 21, 2004, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 17 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, therefore, was approved by the Acting Associate Administrator effective October 18, 2004.

Of the 17 proposed program elements, 15 were approved and the remaining 2 were partially approved. The 17 program elements include noise abatement departure flight tracks, air carrier departure flight profiles, zoning for compatible land use, amending

building codes, a real estate fair disclosure policy, purchase of undeveloped land, purchase of development rights, aviation easements, an airport noise overlay zone, a property purchase assurance program, purchase on non-compatible land, residential sound insulation, a public information program, establishment of a standing airport noise committee, acquisition of an operations and noise monitoring system, periodic evaluation of noise exposure, and the addition of a noise abatement officer to the airport staff.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator on October 18, 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 Bradley International Airport, Windsor Locks, CT.

Issued in Burlington, Massachusetts on October 26, 2004.

LaVerne Reid,

Acting Manager, Airports Division, New England Region.

[FR Doc. 04-24850 Filed 11-5-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANE-2004-33.4-4]

Policy for Design Approval Procedures for Parts Manufacturer Approval of Critical Engine and Propeller Parts

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed policy statement; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of proposed policy for Design Approval Procedures for Parts Manufacturer Approval of Critical Engine and Propeller Parts.

DATES: Comments must be received by December 31, 2004.

ADDRESSES: Send all comments on the proposed policy to the individual identified under **FOR FURTHER INFORMATION CONTACT**

FOR FURTHER INFORMATION CONTACT:

Karen M. Grant, FAA, Engine and Propeller Standards Staff, ANE-110, 16 New England Executive Park, Burlington, MA 01803; e-mail: karen.m.grant@faa.gov; telephone: (781) 238-7119; fax: (781) 7199.