

from February 21st to February 25th, 2005.

The primary matters to be considered include:

- Amendments to resolution A.744(18) regarding longitudinal strength of tankers;
- Large passenger ship safety;
- Measures to prevent accidents with lifeboats;
- Protection of fuel tanks;
- Anchoring, mooring and towing equipment;
- Compatibility of life-saving appliances;
- Performance testing and approval standards for SOLAS personal life-saving appliances;
- Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code;
- Consideration of IACS unified interpretations;
- Inspection and survey requirements for accommodation ladders;
- Safety aspects of ballast water management;
- Revision of the Guidelines for systems for handling oily wastes in machinery spaces of ships (MEPC/Circ.235);
- Development of provisions for gas-fuelled ships;
- Performance standards for protective coatings;
- Free-fall lifeboats with float-free capability;
- Guidelines on on-board exhaust gas cleaning systems;
- Mandatory emergency towing systems in ships other than tankers greater than 20,000 dwt;
- Test standards for extended service intervals of inflatable liferafts;
- Review of the Offshore Supply Vessel Guidelines.

Hard copies of documents associated with the 48th session of DE will be available at this meeting. To request further copies of documents please write to the address provided below.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing to Mr. Wayne Lundy, Commandant (G–MSE–3), U.S. Coast Guard Headquarters, 2100 Second Street, SW., Room 1300, Washington, DC 20593–0001 or by calling (202) 267–0024.

Dated: January 5, 2005.

Clay Diamond,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. 05–743 Filed 1–12–05; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 4932]

Shipping Coordinating Committee; Notice of Meeting

The U.S. Shipping Coordinating Committee (SHC) will conduct an open meeting at 10 a.m. on Tuesday, 12 April 2005 in Room 4342 at the Department of Transportation, 400 7th & D Streets, SW., Washington, DC 20590–0001. The purpose of this meeting is to prepare for the Ninetieth Session of the International Maritime Organization's (IMO) Legal Committee (LEG 90) scheduled from 18–29 April 2005.

The provisional LEG 90 agenda calls for the Legal Committee to review the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988, and its Protocol of 1988 relating to Fixed Platforms Located on the Continental Shelf (SUA Convention and Protocol). Work on the SUA amendments will occur during the first week (18–22 April) of the two week LEG 90 session. Also on the agenda is the further examination of the draft Wreck Removal Convention. To be addressed as well are the Provisions of Financial Security which includes a progress report on the work of the Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding claims for Death, Personal Injury and Abandonment of Seafarers; and includes follow-up resolutions adopted by the International Conference on the Revision of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974. The Legal Committee will examine Fair Treatment of Seafarers, with a report of the first session of the Joint IMO/ILO Ad Hoc Expert Working Group on Fair Treatment of Seafarers which will take place from 17–19 January 2005. Also on the LEG 90 agenda are places of refuge, monitoring of the implementation of the HNS Convention, and matters arising from the ninety-third session of the Council. Finally the committee will review technical cooperation: subprogramme for maritime legislation, review the status of Conventions and other treaty instruments adopted as a result of the work of the Legal Committee, in addition to allotting time to address any other issues that may arise on the Legal Committee's work program.

Members of the public are invited to attend the SHC meeting up to the seating capacity of the room. To facilitate the building security process, those who plan to attend should call or send an e-mail two days before the

meeting. Upon request, participating by phone may be an option. For further information please contact Captain William Baumgartner or Lieutenant Martha Rodriguez, at U.S. Coast Guard, Office of Maritime and International Law (G–LMI), 2100 Second Street, SW., Washington, DC 20593–0001; e-mail mrodriguez@comdt.uscg.mil, telephone (202) 267–1527; fax (202) 267–4496.

Dated: January 5, 2005.

Clayton L. Diamond,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. 05–744 Filed 1–12–05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice: Receipt of Noise Compatibility Program and Request for Review for Missoula International Airport, Missoula, MT

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps (NEM) submitted by the airport director for Missoula International Airport under the provisions of 49 U.S.C. 47501 *et. seq* (Aviation Safety and Noise Abatement Act) 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 Missoula International Airport under part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before July 2, 2005.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is January 3, 2005. The public comment period ends March 4, 2005.

FOR FURTHER INFORMATION CONTACT: Dennis Ossenkop, Federal Aviation Administration, Airports Division, 1601 Lind Ave. SW., Renton, WA, 98055–4056, telephone 425–227–2611. 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 maps submitted for Missoula International Airport are in

compliance with applicable requirements of part 150, effective January 3, 2005. Further, the FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before July 2, 2005. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., 47503 (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible 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. The Act 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 the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional noncompatible uses.

The Acting Director of the Missoula International Airport submitted to the FAA on January 4, 2005, noise exposure maps, descriptions and other documentation that were January 4, 2005, noise exposure maps, descriptions and other documentation that were produced during the Missoula International Airport FAR part 150 Study dated May 2004 and a Supplemental Report dated June 2004. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, 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 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the director of the Missoula International Airport. The specific documentation determined to constitute the noise exposure maps includes the following from the *Missoula International Airport FAR Part 150 Study of May 2004 and Supplemental Report of June 2004*:

- Figure S1 at page S.4, Existing Noise Exposure Map, 2003;
- Figure S2 at page S.7, Future Noise Exposure Map, 2009;
- Figures C9 and C10 noise monitoring locations;
- Figure C11 at page C.35 Departure Flight Tracks;
- Figure C12 at page C.36 Arrival Flight Tracks;
- Table S1 at page S.2 Revised Summary of Aviation Forecasts 2003–2023 and additional aviation activity data;
- Table S3 at page S.5 Existing Land Use Within Existing Noise Contours 2003 presents estimates of the number of persons residing with the DNL 55, 60, and 65 noise contours;
- Table S4 at page S.6 Future Noise Exposure Map with Existing Land Use, 2009, presents estimates of the number of persons residing with the DNL 55, 60, and 65 noise contours;
- Appendix H in the Revised Report volume and starting at page S.32 in the Supplemental Report Consultation actions.
- There are no properties on or eligible for inclusion in the National Register of Historic Places with the DNL 65 noise contour.

The FAA has determined that these maps for Missoula International Airport are in compliance with applicable requirements. This determination is effective on January 3, 2005. The FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were 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 constitute a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through the FAA's review of noise exposure maps. Therefore, the

responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Missoula International Airport, also effective on January 2, 2005. 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 July 2, 2005.

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 non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. The FAA will consider all comments, other than those properly addressed to local land use authorities, 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, Airports Division, 1601 Lind Avenue, SW., Suite 315, Renton, Washington. Helena Airports District Office, FAA Building, Suite 2, Helena, Montana. Missoula International Airport, 5225 Highway 10 West, Missoula, Montana.

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

Issued in Renton, Washington, January 3, 2005.

David A. Field,

Acting Manager, Airports Division, Northwest Mountain Region.

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