

fleet mix and nighttime operations in Tables IV-2, IV-3, IV-4, and IV-5; flight patterns in Exhibits IV-3, IV-4, IV-5, IV-6, IV-7, IV-8, IV-9, IV-10, and land use in Exhibits III-2 and III-3. The FAA has determined that these maps for Capital City Airport are in compliance with applicable requirements. This determination is effective on February 7, 2005. FAA's determinations on an airport operator's noise exposure maps is limited to a finding that the maps are 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 find 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 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 Capital Region Airport Authority, also effective on February 7, 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 August 6, 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 by 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. 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 Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174

Capital Region Airport Authority, Capital City Airport, 4100 Capital City Boulevard, Lansing, Michigan 48906

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

Issued in Romulus, Michigan, on February 7, 2005.

**Irene R. Porter,**

*Manager, Detroit Airports District Office, Great Lakes Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Public Meeting With Interested Persons To Discuss the Proposed Federal Aviation Administration Policy (Draft Order 8110.RC) for the Certification of Restricted Category Aircraft**

**AGENCY:** Federal Aviation Administration (DOT).

**ACTION:** Notice of public meeting.

**SUMMARY:** The FAA will hold three informational meetings to discuss the proposed policy (Draft Order 8110.RC) that the FAA's Aircraft Certification Service personnel, Flight Standards Service Personnel, persons designated by the Administrator, and organizations associated with the certification process required by Title 14 of the Code of Federal Regulations (14 CFR) will use during the certification evaluation of restricted category aircraft. These public

meetings will be a continuation of information gathering for the evaluation of Restricted Category Aircraft Applications originally offered to the public for comments in the **Federal Register**, dated October 8, 2004, Page 60454 (Volume 69, Number 195). This meeting, the third and final public meeting will be held at the Federal Aviation Administration's (FAA) Orlando Florida's Flight Standards District Office, located at 5950 Hazeltime National Drive, Suite 500, Orlando, Florida. To obtain additional information and details about this meeting, please contact Mr. Graham Long via the information listed in the paragraph titled **FOR FURTHER INFORMATION CONTACT**. Notes from this informational meeting will be posted on the Internet at: <http://www.faa.gov/Certification/Aircraft/DraftDoc/Comments.htm>.

**DATES:** This meeting will be held on Thursday, April 7, 2005, from 9 a.m. to 12 noon.

**ADDRESSES:** This third meeting will be held at the FAA's Orlando Flight Standards District Office, Suite 500, 5950 Hazeltime National Drive, Orlando, FL 32822.

**FOR FURTHER INFORMATION CONTACT:** To obtain additional details on this and the two previous meetings, please contact Mr. Graham Long, AIR-110, Room 815, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-3715, FAX: (202) 237-5340, or e-mail: [9-awa-air110-gn12@faa.gov](mailto:9-awa-air110-gn12@faa.gov).

Issued in Washington, DC, on March 11, 2005.

**Susan J.M. Cabler,**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

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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 issuance; policy statement.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of policy for Design