

USC 1422) authorizes the issuance of airmen certificates. Title 14 CFR Part 65 prescribes requirements for mechanics, repairsmen, parachute riggers, and inspection authorizations.

Proposed Use of Information: The information collected will be used for evaluation by FAA, which is necessary for issuing a certificate and/or rating. Certification is necessary to ensure qualifications of the applicant.

Frequency: On occasion.

Burden Estimate: 57,809 hours.

Respondents: Individuals.

Form(s): FAA Forms 8610-1 and 8610-2.

Average Burden Hours Per Response: 20 minutes reporting.

Issued in Washington, DC on February 22, 1995.

Paula R. Ewen,

Manager, IRM Strategies Division.

[FR Doc. 95-4985 Filed 2-28-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Baltimore/Washington International Airport, Baltimore, Maryland; Noise Exposure Map Notice

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised noise exposure maps submitted by the Maryland Aviation Administration (MAA) for the Baltimore/Washington International Airport (BWI) under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is February 7, 1995.

FOR FURTHER INFORMATION CONTACT: Frank Squeglia, Environmental Specialist, FAA—Eastern Region Office, Airports Division, AEA-610, Fitzgerald Federal Building, JFK Int'l Airport, Jamaica, NY 11430, (718), 553-0798.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the revised noise exposure maps submitted for the BWI Airport are in compliance with applicable requirements of FAR part 150, effective February 7, 1995.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may

submit to the FAA noise exposure maps (or revisions thereto) which meet applicable regulations and which depict noncompatible land uses (or new noncompatible land uses) as of the date of submission of such maps, a description of projected aircraft operations, and the way 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.

The Maryland Aviation Administration submitted to the FAA on December 23, 1994, supplemental FAR part 150 documentation supporting a recent update of the Noise Exposure Maps (NEM's) at BWI. It was requested that the FAA review this material for compliance with part 150 regarding updates to noise exposure maps, as described in Section 103(a)(2) of the Act.

BWI received notification of FAA acceptance of its NEMs in December 1989, and approval of its Noise Compatibility Program in July 1990. A 1993 update of the BWI Airport Noise Zone has led to a revised set of noise contours. These revised contours also serve as the basis for revised Maps and the Volume V document, with appendices, constitutes supplemental information submitted by MAA to update the NEM's in accordance with FAR part 150 requirements. In addition to complying with requirements for NEM updates, MAA's request for FAA acceptance of the updated NEM's will insure an accurate depiction of noise sensitive land uses included in the NCP approved by the FAA in 1990.

The FAA has completed its review of the updated noise exposure maps and related documentation submitted by MAA in its December 1994 Volume V Supplemental document. The specific maps under consideration are the NEM's: Figure 2.1 Existing Conditions (1991) Noise Exposure Map (page 8) and Figure 2.2 Five Year Forecast (1998) Noise Exposure Map (page 9) of the Volume V Supplement.

The FAA has determined that these updated maps for BWI are in compliance with applicable requirements. This determination is effective on February 7, 1995. FAA's determination on an airport operator's noise exposure maps is limited to 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 a commitment for future approval of 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 maps submitted under Section 103 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 maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 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 maps depicting properties on the surface rests exclusively with the airport operator which submitted those maps or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the updated NEM's associated evaluation material and the Supplemental Document comprising the submittal are available for review at the FAA office listed above and at the administrative offices of the BWI Airport.

Issued in Jamaica, New York, on February 22, 1995.

William DeGraaff,

Manager, Planning & Programming Branch.

[FR Doc. 95-4981 Filed 2-28-95; 8:45 am]

BILLING CODE 4910-13-M

Receipt of Revision to the Approved Noise Compatibility Program and Request for Review; San Diego International Airport—Lindbergh Field (SAN), San Diego, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed revision to the approved Noise Compatibility Program that was submitted by the San Diego Unified Port District for San Diego International Airport—Lindbergh Field (SAN), San Diego, California, under the provisions of Title I of the Aviation