

*Title:* Identification and Instructional Material for Lifesaving, Fire Protection and Emergency Equipment.

*Need for Information:* Under 46 U.S.C. 3306, the Coast Guard is required to prescribe regulations for lifesaving, fire protection and other emergency equipment and its use on inspected vessels. These regulations will also require the equipment to have identification markings and instructional material on the proper use of this equipment.

*Proposed Use of Information:* This information will be used by the Coast Guard to ensure that merchant vessels of the U.S. on international voyages are equipped with lifesaving equipment and that this equipment have identification markings as required by the applicable regulations.

*Frequency:* On occasion.

*Burden Estimate:* 50,500.

*Respondents:* Manufacturers and vessel operators.

*Form(s):* None.

*Average Burden Hours per Response:* .35 for reporting and 2 hours for recordkeeping.

*DOT No:* 4083.

*OMB No:* 2120-0001.

*Title:* Notice of Proposed Construction or Alteration, Notice of Actual Construction, Project Status.

*Need for Information:* 49 U.S.C. 40101, et. seq. states that the Secretary of Transportation shall require by rules and regulations that all persons give adequate public notice of the construction or alteration of the proposed construction or alteration of any structure where notice will promote safety in air commerce as well as the efficient use and preservation of the navigable airspace and airport traffic capacity at public-use airports.

*Proposed Use of Information:* This information will be used by the FAA to establish minimum flight altitudes and procedures to ensure that aircraft are operated at safe distances from persons and property on the ground, to protect established minimum flight altitudes and procedures from unannounced or unknown structure that would have collision potential, to protect electronic air navigational aids from electromagnetic interference, to provide accurate charting and other notification to airmen of the construction or alteration, and to recommend appropriate obstruction marking and lighting to improve the consciousness of surface objects to help pilots see and avoid them.

*Frequency:* On occasion.

*Burden Estimate:* 16,816 hours.

*Respondents:* Individuals, large corporations, state institutions.

*Form(s):* FAA Forms 7460-1, 7460-2, and 7460-11.

*Average Burden Hours per Response:* 1 hour and 1 minute for FAA Form 7460-1, 13 minutes for FAA Form 7460-2, and 5 minutes for FAA Form 7460-11.

Issued in Washington, DC on July 6, 1995.

**Paula R. Ewen,**

*Manager, Information Resource Management (IRM), Strategies Division.*

[FR Doc. 95-16955 Filed 7-10-95; 8:45 am]

BILLING CODE 4910-62-P

## Federal Aviation Administration

### Noise Exposure Map Notice; Boise Air Terminal; Boise, ID

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Boise Air Terminal (BOI) 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 Boise Air Terminal noise exposure maps is June 30, 1995.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ossenkop, FAA, Airports Division, ANM-611, 1601 Lind Avenue, S.W., Renton, Washington, 98055-4056.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps for Boise Air Terminal are in compliance with applicable requirements of Part 150, effective June 30, 1995.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (herein after referred to as "the Act"), an airport operator may submit to the FAA a noise exposure map which meets applicable regulations and which depicts noncompatible 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 a noise exposure map that has been found by FAA to be in compliance with the requirements of Federal Aviation Regulation (FAR) Part

150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by BIO. The specific maps under consideration are Exhibits 1 and 2 in the submission. The FAA has determined that these maps for Boise Air Terminal are in compliance with applicable requirements. This determination is effective on June 30, 1995. FAA's determination on an airport operator's noise exposure maps is limited to the determination 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 to approve a noise compatibility program or to fund the implementation of that program.

If the questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on 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 exposure 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 Section 150.21 of the FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Independence Avenue, SW, Room  
615, Washington, D.C.  
Federal Aviation Administration,  
Airports Division, ANM-600, 1601  
Lind Avenue, S.W., Renton,  
Washington, 98055-4056  
Boise Air Terminal, Boise, Idaho.

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

Issued in Renton, Washington, June 30, 1995.

**Matthew J. Cavanaugh,**

*Acting Manager, Airports Division, ANM-600,  
Northwest Mountain Region.*

[FR Doc. 95-16895 Filed 7-10-95; 8:45 am]

BILLING CODE 4910-13-M

### Aviation Rulemaking Advisory Committee Meeting on Emergency Evacuation Issues

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

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss emergency evacuation issues.

**DATES:** The meeting will be held on August 10, 1995 at 9 a.m. Arrange for oral presentations by August 1, 1995.

**ADDRESSES:** The meeting will be held at McDonnell Douglas, 1735 Jefferson-Davis Highway, suite 1200, Crystal City, Virginia.

**FOR FURTHER INFORMATION CONTACT:** Lewis Lebakken, Office of Rulemaking, FAA, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9682.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is given of a meeting of the Aviation Rulemaking Advisory Committee to be held on August 10, 1995, at McDonnell Douglas, 1735 Jefferson-Davis Highway, suite 1200, Crystal City, Virginia. The agenda for the meeting will include:

- Opening Remarks.
- A review of the activities of the Performance Standards Working Group.
- A discussion of future activities and plans.
- A vote on a draft advisory circular on Evacuation Demonstration Procedures.

Attendance is open to the interested public, but will be limited to the space available. The public must make

arrangements by August 1, 1995, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director for Emergency Evacuation Issues or by bringing the copies to him at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on July 5, 1995.

**Daniel Salvano,**

*Assistant Executive Director for Emergency Evacuation Issues, Aviation Rulemaking Advisory Committee.*

[FR Doc. 95-16894 Filed 7-10-95; 8:45 am]

BILLING CODE 4910-13-M

### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Eastern Oregon Regional Airport, Submitted by the City of Pendleton, Pendleton, Oregon

**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 PFC revenue at Eastern Oregon Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

**DATES:** Comments must be received on or before August 10, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW; Suite 250; Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Larry Lehman, City Manager, at the following address: City of Pendleton, P.O. Box 190, Pendleton, OR 97801.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Eastern Oregon Regional Airport, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Don Larson, (206) 227-2652; Seattle Airports District Office, SEA-ADO;

Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, Washington 98055-4056. 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 PFC revenue at Eastern Oregon Regional Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On July 3, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Pendleton 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 5, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Actual charge effective date:  
December 1, 1995

Proposed charge expiration date:  
December 31, 2001

Total estimated PFC revenues:  
\$153,381.00

Brief description of proposed project: Reimbursement for the following completed projects: Runway 11/29 shoulder reconstruction; Security and access improvements; Airport guidance signs; New aircraft rescue and fire fighting (ARFF) equipment improvements and acquisition of new proximity suits; Runway and taxiway marking improvements; Perimeter safety and security signage. Master plan update; Terminal building remodel and non-revenue parking lot renovation are on-going projects at this time.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Non-scheduled 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** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

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