(NEPA). The change concerns the issuance of regatta and marine parade event permits and the promulgation of regulations issued in conjunction with those permits. The change is needed to avoid unnecessary or duplicative environmental analyses.

FOR FURTHER INFORMATION CONTACT: Ms. Kebby Hardy, Environmental Management Division, (202) 267–6034.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Under regulations implementing the National Environmental Policy Act (NEPA) (40 CFR parts 1500 through 1508), each Federal agency is required to adopt procedures to supplement those regulations (40 CFR 1507.3). The Coast Guard's procedures and policies are published as a Commandant Manual Instruction entitled ''National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts'' (COMDTINST M16475.1 series). On July 29, 1994, the Coast Guard published a notice in the Federal Register (59 FR 38654) announcing the revision of section 2.B.2. of the instruction. Section 2.B.2.e. lists the proposed agency actions that are categorically excluded from the requirement that the actions undergo the analysis that accompanies preparation of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS).

This notice announces further changes to 2.B.2.e. (35), the categorical exclusion that addresses the approval of regatta and marine parade event permits (''CE 35''), and section 2.B.2.e. (34)(h), the categorical exclusion that addresses the promulgation of regulations (special local regulations, regulated navigation areas, security zones, or safety zones, etc.) issued in conjunction with regatta or marine parade event permits (''CE 34(h)'').

CE 35 and CE 34(h) are revised. These revisions are needed to avoid unnecessary environmental analyses under CE 34 and duplicative analyses under CE 34(h).

Discussion of Changes

(1) Changes to CE 35.

After conducting numerous environmental analyses (including programmatic environmental assessments) of regatta and marine parade events, the Coast Guard has concluded that these events do not normally have a significant impact on the environment if held away from environmentally sensitive areas. These areas may include, but are not limited to, wildlife refuges, wetlands, historic areas, and other, similar areas designated as environmentally sensitive by governmental environmental agencies. The Coast Guard also concluded that some events held in or near these areas, by their nature, do not have a significant impact. For example, it may be acceptable to hold an event in an area designated as environmentally sensitive if the event is rowing, sailing, or swimming event.

The previous CE 35 (i.e., as amended on July 29, 1994) was based on the type of event; the number, type and size of the vessels expected to participate in the event; and the number of spectator vessels expected. Based on additional environmental analyses and documentation prepared for permitting regatta and marine parade events since the previous CE 35 took effect, the Coast Guard concluded that the location of the event, in relation to environmentally sensitive areas, was a more accurate determining factor than the type of event or the size and number of vessels involved. As previously written, CE 35 tended to cause the preparation of unnecessary environmental assessments for larger events that should have been categorically exclude and, in turn, tended to exclude smaller events that, because of their location, might have justified closer environmental scrutiny.

New CE 35(a) establishes a qualitative, environmentally-based threshold to categorically exclude Coast Guard approval of all regatta and marine parade event permits for events held in areas that are not environmentally sensitive. New CE 35(b) establishes a qualitative, environmentally-based threshold to categorically exclude Coast Guard approval of regatta and marine parade event permits for events to be held in environmentally sensitive areas when the proposed marine event is determined to have no significant environmental effects. New CE 35 eliminates the need for additional time and resources to analyze the environmental effects of marine event permits that were found to be environmentally benign.

2. *CE 34(h).*

CE 34(h) is amended to provide that, if the environmental analysis conducted for a regatta or marine parade event permit includes an analysis of the impact of regulations, if any, issued in conjunction with the permit, the regulations themselves do not have to be analyzed again. The previous CE 34(h) was not clear on this point and could be construed to require duplicate analyses.

Relation of New Provisions to the Rest of Section 2.B.2

New CE 34(h) and CE (35) will continue to be applied in conjunction with the requirements of section 2.B.2., including section 2.B.2.b.,which sets forth the limitations on using categorical exclusions, and section 2.B.2.c., which sets forth the documentation requirements. The limitations in section 2.B.2.b. will continue to require either an environmental assessment or impact statement when the event will result in potentially significant impacts resulting from either the participants (e.g., noise or emissions) or the spectators (e.g., air impacts of potential traffic jams or solid waste generation).

For the reasons set out in the preamble, the Cost Guard announces the following amendments to sections 2.B.2.e.(34)(h) and 2.B.2.e.(35) of COMDTINST M16475.1B:

2.B.2.e. Categorical Exclusion List

* * * * *

(34) * * *

(h) Special local regulations issued in conjunction with a regatta or marine parade; provided that, if a permit is required, the environmental analysis conducted for the permit included an analysis of the impact of the regulations. (Checklist and CED not required.)

* * * * *

(35) Approvals of regatta and marine parade event permits for the following events:

(a) Events that are not located in, proximate to, or above an area designated as environmentally sensitive by an environmental agency of the Federal, State, or local government. For example, environmentally sensitive areas may include such areas as critical habitats or migration routes for endangered or threatened species or important fish or shellfish nursery areas.

(b) Events that are located in, proximate to, or above an area designated as environmentally sensitive by an environmental agency of the Federal, State, or local government and for which the Coast Guard determines, based on consultation with the Governmental agency, that the event will not significantly affect the environmentally sensitive area. (Checklist and CED required.)

Dated: March 22, 1996

E.J. Barrett,

RADM, Chief, Systems Directorate.

[FR Doc. 96–7456 Filed 3–26–96; 8:45 am]

BILLING CODE 4910–14–M

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Aircraft Certification Procedures 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 aircraft certification procedures issues.

DATES: The meeting will be held on April 11, 1996, at 9:00 a.m. Arrange for oral presentations by April 4, 1996.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, Suite 801, 1400 K Street, NW, Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Ms. Jeanne Trapani, Office of Rulemaking, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267–7624.

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 hereby given of a meeting of the Aviation Rulemaking advisory committee to be held on April 11, 1996, at the General Aviation Manufacturers Association, Suite 801, 1400 K Street, NW, Washington, DC 20005. The agenda for the meeting will include:

- Opening remarks
- Training
- Working Group status reports
- Production Certification
- Parts
- Delegation
- ICPTF
- ELT
- New Business

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by April 4, 1996, 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 Aircraft Certification procedures or by bringing the copies to him at the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on March 21, 1996.

Ava Robinson,

Assistant Executive Director for Aircraft Certification Procedures, Aviation Rulemaking Advisory Committee.

[FR Doc. 96–7427 Filed 3–26–96; 8:45 am]

BILLING CODE 4910–13–M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) Collected at Los Angeles International Airport (LAX), Los Angeles, CA

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 use the revenue from a PFC at Los Angeles International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before April 26, 1996.

ADDRESSES: Comments on this application may be mailed in triplicate to the following mailing address: Federal Aviation Administration, Airports Division, P.O. Box 92007, WWPC, Los Angeles, CA 90009, or delivered in triplicate to the following street address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Hawthorne, CA 90261.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jerald K. Lee, Deputy Executive Director, Los Angeles Department of Airports, One World Way, Los Angeles, CA 90045.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Los Angeles Department of Airports under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. John P. Milligan, Supervisor, Standards Section, AWP–621, Airports Division, Federal Aviation Administration, 15000 Aviation Blvd., Hawthorne, CA 90261, Tel. (310) 725–3621. 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 use the revenue from a PFC at LAX under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 28, 1996 the FAA determined that the application to use the revenue from a PFC submitted by the Los Angeles Department of Airports 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 May 31, 1996.

The following is a brief overview of the application, PFC application number AWP–96–03–C–00–LAX:

Level of the PFC: $3.00.

Actual charge effective date: July 1, 1993.

Actual charge expiration date: December 31, 1995.

Total estimated net PFC revenue collected: $168,000,000.

Total estimated PFC revenue to be used: $52,000,000.

The balance of approximately $116,000,000 in PFC revenue is concurrently proposed for the Ontario Terminal Development Program at Ontario International Airport (ONT) under a separate PFC application.

Brief description of proposed projects:

ONT: Airport Drive-West End; Transmitter/Receiver Relocation; Access Control; Taxiway N Westerly Extension, and LAX: Taxiway K Easterly Extension-Phase II; Remote Aircraft Boarding; Facilities/Boarding Facilities Special Equipment; Interline Baggage Remodel-Tom Bradley International Terminal (TBIT); Approach Lighting System Runway 6R; Southside Taxiways 19, 24, 43 & Extensions 48 & 49; Runway 24R Paved Stopway; High Speed Taxiway 85V; TBIT Improvements including: Flight Information Displays System (FIDS), In-transit Lounge, Baggage System Realignment (Interline), Domestic Carousels, and 2nd Level Structure.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing Form 1800–31, including: American Trans Air Execujet; CFI, Inc.; Chrysler Aviation; Corporate Flight, Inc.; Elliott Aviation; Geneva International; Key Air; KMR Aviation; Louisiana Pacific Corporation; Mayo Aviation, Inc.; Mcathco Enterprises, Inc.; Modesto Executive Air Charter; Morgan Equipment; Raleigh Jet Charter; Samaritan Health Services; Valko, Inc.; Windstar Aviation Corp.; Yecny Enterprises, Inc.

Any person may inspect the application in person at the FAA office