

Count 2—Violations of Pollution Prevention Regulations: Contents of Transfer Procedures

Count 3—Violations of Pollution Prevention Regulations: Requirements of Transfer

Dated: February 16, 1995.

George J. Jordan,

Judicial Administrator, Office of the Chief Administrative Law Judge, U.S. Coast Guard.

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BILLING CODE 4910-14-M

Office of Commercial Space Transportation

Environmental Impact Statement; Sierra and Doña Ana Counties, NM

AGENCY: Office of Commercial Space Transportation (OCST), DOT.

ACTION: Notice of intent.

SUMMARY: The Office of Commercial Space Transportation (OCST) is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared and scoping meetings held on the proposed phased development of the Southwest Regional Spaceport in southern New Mexico.

FOR FURTHER INFORMATION CONTACT:

Sharon D.W. Boddie, Office of Commercial Space Transportation, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-2929. Lucy Dunn, New Mexico Office of Space Commercialization, Department of Economic Development, 1990 E. Lohman Avenue, Atrium Suites 201, Las Cruces, New Mexico, 88001. Telephone: (505) 524-6829.

SUPPLEMENTARY INFORMATION: The Department of Transportation's (DOT) Office of Commercial Space Transportation (OCST), in cooperation with the State of New Mexico's Office of Space Commercialization (NMOSC) and Department of Economic Development, will prepare a joint Federal/State EIS for the proposed commercial Southwest Regional Spaceport in southern New Mexico. The operator of the spaceport will require a license from OCST in accordance with the Commercial Space Launch Act of 1984, as recodified at 49 U.S.C. Subtitle IX, ch. 701—Commercial Space Launch Activities, 49 U.S.C. §§ 70101-70119 (1994). An EIS is necessary for OCST to make a licensing determination and comply with the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 *et seq.*

The State of New Mexico proposes the establishment of a commercial spaceport on lands located generally in the Sierra and Doña Ana Counties,

between the cities of Truth Or Consequences and Las Cruces, New Mexico, as a key element of the State's efforts to bring regional assets together as a consortium to form the Southwest Space Complex. Other major elements of the Southwest Space Complex include the Department of Defense-owned White Sands Missile Range and the National Aeronautics and Space Administration-owned White Sands Test Facility. The New Mexico State University's Physical Sciences Laboratory, USAF Phillips Laboratory, and the Department of Energy's Sandia and Los Alamos National Laboratories are among the research and development or educational institutions that would be available for additional support as required.

Development of the Southwest Regional Spaceport, and other elements of the Southwest Space Complex, will occur in phases over a number of years. The proposed action encompassed by the EIS includes the construction of launch and associated support facilities and the extension of roads and utilities necessary to parallel the phased development of single-stage-to-orbit (SSTO) technology and to support other existing or developmental rocket systems, such as sounding rockets and expendable launch vehicles. Initial launch operations are anticipated to begin as early as mid-1996. The State of New Mexico anticipates a completed Southwest Regional Spaceport early in the next century.

The purpose of the Southwest Regional Spaceport project is to provide launch, recovery, and associated support facilities to the developing commercial space industry. The State is proposing to locate the Southwest Regional Spaceport in southern New Mexico because it views the altitude, climatic, population density, and existing infrastructure conditions as highly favorable. The State anticipates that this project will enhance space-related economic development within the State of New Mexico generally and throughout the southwest, as well as increase the ability of the U.S. launch industry to recapture a share of the international satellite launch market.

Alternatives to the proposed action include no action and alternative sites for launch and support facilities within the general area.

Two public scoping meetings will be held in New Mexico to solicit comments on significant environmental issues associated with the proposed action. The specific dates and locations are:

(1) March 22, 1995, 7:00-9:00 PM, City Council Chambers, 200 N. Church Street, Las Cruces, New Mexico.

(2) March 23, 1995, 7:00-9:00 PM, Convention Center, 300 Daniel Street, Truth Or Consequences, New Mexico.

Comments are solicited from Federal, State, and local agencies, private organizations and citizens who have previously expressed or are known to have an interest in this proposal. To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties no later than March 27, 1995. Comments and questions concerning this proposed action should be directed to OCST in duplicate (i.e. two copies) at the address provided above.

Issued in Washington, DC on February 16, 1995.

Frank C. Weaver,

Director, Office of Commercial Space Transportation.

[FR Doc. 95-4392 Filed 2-22-95; 8:45 am]

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Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review Greater Rockford Airport, Rockford, IL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Greater Rockford Airport Authority for Greater Rockford Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) 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 Greater Rockford Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before July 30, 1995.

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 31, 1995. The public comment period ends April 3, 1995.

FOR FURTHER INFORMATION CONTACT:

Melissa Wishy, Federal Aviation Administration, Chicago Airports District Office, CHI-ADO-640.8, 2300 East Devon Avenue, Des Plaines, Illinois, 60018, (708) 294-7524.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Greater Rockford Airport are in compliance with applicable requirements of Part 150, effective January 31, 1995. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before July 30 1995. This notice announces the availability of this program for public review and comment.

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 which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operators 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 FAA to be in compliance with the requirements of Federal Aviation Regulations (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.

Greater Rockford Airport Authority submitted to the FAA on May 3, 1994 noise exposure maps, descriptions and other documentation which were produced during the Airport Noise Compatibility Planning (Part 150) Study at Greater Rockford Airport from February 1993 to May 1994. It was requested that the FAA review this material as the noise exposure maps, as described in section 103(a)(1) 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 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Greater Rockford Airport Authority. The specific maps under consideration are Noise Exposure Maps: Official 1993 Noise Exposure Map and Official 1998 Noise Exposure Map. They are included along with supporting documentation found in the Part I Noise Exposure Map

Documentation of the Part 150 Study in the submission. The FAA has determined that these maps for Greater Rockford Airport are in compliance with applicable requirements. This determination is effective January 31, 1995. 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 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 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 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 map 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 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 Greater Rockford Airport, also effective January 31, 1995. Preliminary review of 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 30, 1995.

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 noncompatible land uses and preventing the introduction of additional noncompatible 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:

Airport Manager's Office, Greater Rockford Airport Authority, 3600 Airport Drive, Rockford, Illinois 61125-0063
 Rockford City Clerk's Office, Rockford City Hall, 1201 Broadway, Rockford, Illinois
 Winnebago County Courthouse, County Clerk's Office, 400 West State, Rockford, Illinois
 Rockford Public Library, 215 North Wymann, Rockford, Illinois
 Illinois Department of Transportation, Division of Aeronautics, One Langhorne Drive, Capitol Airport, Springfield, Illinois
 Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018

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

Issued in Des Plaines, Illinois on January 31, 1995.

Louis H. Yates,

Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 95-4437 Filed 2-22-95; 8:45 am]

BILLING CODE 4910-13-M

Airport Surface Movement Conference

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of conference.

SUMMARY: The FAA is issuing this notice to advise the public of a conference on Airport Surface Movement. FAA will solicit the public for input on technologies and procedural changes needed to implement and improve the airport safety and surface movement effort.

DATES: The conference will be held on Wednesday, March 8, 1995, through March 10, 1995.