

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

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## 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

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### 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

Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150. This revision was submitted subsequent to a determination by the FAA that associated Noise Exposure Maps, submitted under 14 CFR part 150, were in compliance with applicable requirements effective January 30, 1989. The proposed revision to the approved Noise Compatibility Program will be approved or disapproved on or before August 9, 1995.

**EFFECTIVE DATE:** The effective date of the start of the FAA's review of the revision to the approved Noise Compatibility Program is February 10, 1995. The public comment period ends April 11, 1995.

**FOR FURTHER INFORMATION CONTACT:** Charles B. Lieber, Airport Planner, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, (310) 297-1621. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed revision to the approved Noise Compatibility Program for San Diego International Airport—Lindbergh Field which will be approved or disapproved on or before August 9, 1995. This notice also announces the availability of the revision for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by the 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 the 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 formally received the revision to the approved Noise Compatibility Program for San Diego International Airport—Lindbergh Field, effective on February 10, 1995. It was requested that the FAA review this material 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. On June 5, 1991, the FAA approved the Noise Compatibility Program for the San Diego International Airport. An announcement of FAA's approval of the Noise Compatibility Program was published in the **Federal**

**Register** on June 19, 1991. 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 revision. The formal review period, limited by law to a maximum of 180 days, will be completed on or before August 9, 1995.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 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 revision to the approved Noise Compatibility Program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 615, Washington, DC 20591.

Federal Aviation Administration, Western-Pacific Region, AWP-600, P.O. Box 92007 WPC, Los Angeles, California 90009-2007.

Mr. Manuel I. Aceves, Deputy Port Director, Engineering & Development, Port of San Diego and Lindbergh Field Terminal, P.O. Box 488, San Diego, California 92112-0488.

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

Issued in Hawthorne, California on February 10, 1995.

**Ellsworth Chan,**

*Acting Manager, Airports Division.*

[FR Doc. 95-4982 Filed 2-28-95; 8:45 am]

**BILLING CODE 4910-13-M**

### **Aviation Rulemaking Advisory Committee**

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

**ACTION:** Notice of Aviation Rulemaking Advisory Committee renewal.

**SUMMARY:** Notice is hereby given of the renewal of the Aviation Rulemaking

Advisory Committee. The Administrator is the sponsor of the committee, which consists of members appointed by the Administrator as representatives of a broad spectrum of the aviation community. The committee provides the aviation public a means by which to have its interests in aviation safety rulemaking taken into consideration in the development of regulatory actions. The committee provides the FAA with the benefit of obtaining the input of affected parties before a proposal is ever issued, thus enabling the agency to produce better documents. The functions of the committee are solely advisory.

The Secretary of Transportation has determined that the formation and use of the committee are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the committee and executive committee will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act.

**FOR FURTHER INFORMATION CONTACT:** Office of Rulemaking (ARM-1), 800 Independence Avenue, SW., Washington, DC 20591, telephone: 202-267-9677.

Issued in Washington, D.C., on February 21, 1995.

**Chris A. Christie,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 95-4980 Filed 2-28-95; 8:45 am]

**BILLING CODE 4910-13-M**

### **National Highway Traffic Safety Administration**

[Docket No. 95-005; Notice 1]

#### **Notice of Receipt of Petition for Decision That Nonconforming 1992 BMW 520i 4-Door Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1992 BMW 520i 4-Door passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1992 BMW 520i 4-Door passenger car that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally