

alternative voluntary advisory group for Cook Inlet, Alaska.

DATES: June 1, 1995, through May 31, 1996.

EFFECTIVE DATE: Mrs. Janice Jackson, Project Manager, Marine Environmental Protection Division, (G-MEP-3), (202) 267-0500, U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, DC, 20593-0001.

SUPPLEMENTARY INFORMATION: As part of the Oil Pollution Act of 1990, Congress passed the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, (the Act), 33 U.S.C. 2732, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of crude oil terminals and oil tankers.

Section 2732(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the oil terminal facilities in Cook Inlet, in lieu of a council of the type specified in 33 U.S.C. 2732(d), if certain conditions are met. The Act requires that the group enter into a contract to ensure annual funding and receive annual certification by the President that it fosters the general goals and purposes of the Act and is broadly representative of the community and interests in the vicinity of the terminal facilities. Accordingly, in 1991, the President granted certification to the Cook Inlet Regional Citizens' Advisory Council (CIRCAC). The authority to certify alternative advisory groups was subsequently delegated to the Commandant of the Coast Guard, and redelegated to the Chief, Office of Marine Safety, Security and Environmental Protection.

On April 20, 1995, the Coast Guard announced in the **Federal Register**, the availability of the application for recertification that it received from the CIRCAC, and requested comments (60 FR 19803). Six comments were received.

Discussion of Comments

The Coast Guard received six comments in response to the recertification application of the CIRCAC. Five of these supported recertification of CIRCAC without reservation. However, a comment received from a member of the CIRCAC Monitoring Committee, while supporting recertification, offered constructive criticism in several areas.

The comment raised several important issues and possible methods of addressing what the commenter perceives as shortcomings in the current

operation of CIRCAC. Specifically, the comment suggested limiting the terms of office for CIRCAC members and committee leaders. This, according to the comment, would help to increase local participation through the years by involving greater numbers of individuals from the community. The comment suggests that unless greater numbers of local citizens are involved, CIRCAC may become too removed from the regional community. The comment also suggests a close review of the focus of CIRCAC's activities. The comment suggest that too much emphasis, and funds, may be placed on travel outside the region, rather than activities sponsored within the community. The Coast Guard has forwarded the comment to CIRCAC and asked the members to review the issues raised, consider the suggestions put forth, and provide a response to the Coast Guard.

In a related issue, the Coast Guard has noted through the year in its own review of CIRCAC, that the open budget process needed improvement to assure that it is maintained in a manner which will ensure that all members are aware of the projects being undertaken and the funds being expended by CIRCAC and its subcommittees. The Coast Guard notes that significant progress has been made to rectify this problem. The Coast Guard will continue to stress the need for an open budget process and consider CIRCAC's progress in this area when reviewing future applications for recertification.

It is the Coast Guard's position that the issues raised by the CIRCAC Monitoring Committee member and the Coast Guard can be addressed successfully by CIRCAC and, in fact, progress has been made in these areas in recent months. In light of this, and the many positive comments received regarding CIRCAC's performance throughout the year, the Coast Guard has determined that recertification of CIRCAC in accordance with the Act is appropriate. The Coast Guard has informed CIRCAC that documentation should be included in CIRCAC's recertification application next year indicating how each of the issues raised by the Monitoring Committee Member and the Coast Guard have been addressed.

Recertification

By letter dated May 30, 1995, the Chief, Office of Marine Safety, Security and Environmental Protection certified that the Cook Inlet Regional Citizens' Advisory Council qualifies as an alternative voluntary advisory group under the provisions of 33 U.S.C. 2732(o). This recertification terminates

on May 31, 1996. The Cook Inlet Regional Citizens' Advisory Council was advised to review and address the issues raised during this recertification period in order to strengthen the organization and foster the goals and purposes of the Act. These efforts will be examined with future recertification requests of the CIRCAC.

Dated: June 23, 1995.

Joseph J. Angelo,

Acting Chief, Office of Marine Safety, Security and Environmental Protection.

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[CGD 95-058]

National Boating Safety Advisory Council; Application for Appointment

AGENCY: Coast Guard, DOT.

ACTION: Request for applicants.

SUMMARY: The U.S. Coast Guard is seeking additional applicants for appointment to membership on the National Boating Safety Advisory Council (NBSAC). The Council is a 21 member Federal advisory committee that advises the Coast Guard on matters related to recreational boating safety.

DATES: Completed application forms must be received by August 29, 1995.

ADDRESSES: Requests for application forms, as well as the completed application forms, should be sent to Commandant (G-NAB), U.S. Coast Guard Headquarters, Washington, DC 20593-0001; telephone: (202) 267-1077.

FOR FURTHER INFORMATION CONTACT: Mr. A. J. Marmo, Executive Director, National Boating Safety Advisory Council (G-NAB), Room 1202, U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593-0001; (202) 267-1077.

SUPPLEMENTARY INFORMATION: The NBSAC was formed by the Federal Boat Safety Act of 1971. Members for the Council are drawn equally from the following sectors of the boating community: State officials responsible for State boating safety programs; recreational boat and associated equipment manufacturers; and national recreational boating organizations and the general public. Members are appointed by the Secretary of Transportation. Applicants are considered for membership on the basis of their expertise, knowledge, and experience in recreational boating safety. The terms of appointment are staggered so that seven vacancies occur each year.

Applications are being sought for membership vacancies that will occur as

follows: Two (2) representatives of State officials responsible for State boating safety programs; three (3) representatives of recreational boat and associated equipment manufacturers; and two (2) representatives of national recreational boating organizations and from the general public. To achieve the balance of membership required by the Federal Advisory Committee Act, the Coast Guard is especially interested in receiving applications from minorities and women.

The Council normally meets twice each year at a location selected by the Coast Guard. When attending meetings of the Council, members are provided travel expenses and per diem.

Dated: June 26, 1995.

J.A. Greech,

*Captain, U.S. Coast Guard, Acting Chief,
Office of Navigation Safety and Waterway
Services.*

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Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review, Southwest Florida International Airport, Ft. Myers, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised future noise exposure map submitted by the Lee County Port Authority, Ft. Myers, Florida for The Southwest Florida International Airport 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 is in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for The Southwest Florida International Airport under Part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before November 13, 1995. This program was submitted subsequent to a determination by FAA that the associated existing noise exposure map submitted under 14 CFR part 150 for The Southwest Florida International Airport was in compliance with applicable requirements effective November 21, 1994.

EFFECTIVE DATE: The effective date of the FAA's determination on the revised future noise exposure map and of the

start of its review of the associated noise compatibility program is May 17, 1995. The public comment period ends July 16, 1995.

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FOR FURTHER INFORMATION CONTACT:

Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397, (407) 648-6583. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the revised future noise exposure map submitted for The Southwest Florida International Airport is in compliance with applicable requirements of part 150, effective May 17, 1995. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before November 13, 1995. This notice also 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 project 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 to 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.

The Lee County Port Authority, Ft. Myers, Florida, submitted to the FAA on April 27, 1995, a revised future noise exposure map, descriptions and other documentation which were produced

during the Southwest Florida International Airport FAR part 150 Study conducted between January, 1994 and April, 1995. It was requested that the FAA review this material as the future noise exposure map, 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 revised future noise exposure map and related descriptions submitted by the Lee County Port Authority, Ft. Myers, Florida. The specific map under consideration is "RECOMMENDED FUTURE (1999) NOISE CONTOURS WITH RUNWAY EXTENSIONS AND PARALLEL RUNWAY MAP B" in the submission. The FAA has determined that this map for the Southwest Florida International Airport is in compliance with applicable requirements. This determination is effective on May 17, 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 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 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 the certification by the airport operator, under § 150.21 of FAR part 150, that the