

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.*

[FR Doc. 95-16140 Filed 6-29-95; 8:45 am]

BILLING CODE 4910-14-M

## 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.

**EFFECTIVE DATES:** 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.

**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

statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for The Southwest Florida International Airport, also effective on May 17, 1995. 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 program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before November 13, 1995.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 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:

Federal Aviation Administration,  
Orlando Airports District Office, 9677  
Tradeport Drive, Suite 130, Orlando,  
Florida 32827-5397  
Lee County Port Authority, 16000  
Chamberlin Parkway, Suite 8671, Ft.  
Myers, FL 33913-8899

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

Issued in Orlando, Florida, May 17, 1995.

**Charles E. Blair, Manager,**

*Orlando Airports District Office.*

[FR Doc. 95-16164 Filed 6-29-95; 8:45 am]

BILLING CODE 4910-13-M

#### **RTCA, Inc., Special Committee 185; Aeronautical Spectrum Planning Issues**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 185 meeting to be held August 1-3, 1995, starting at 9:00 a.m. The meeting will be held at the RTCA, 1140

Connecticut Avenue, NW., Suite 1020, Washington, D.C., 20036.

The agenda will be as follows:

- (1) Welcome and Administrative Remarks;
- (2) Introductions;
- (3) Review and Approval of the Agenda;
- (4) Review and Approval of the Summary of the Previous Meeting;
- (5) Review of Results of Working Group 1 Editorial Group Meeting;
- (6) Presentations;
- (7) Assignment of Tasks;
- (8) Other Business;
- (9) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting.

Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue NW., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on June 26, 1995.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 95-16165 Filed 6-29-95; 8:45 am]

BILLING CODE 4810-13-M

#### **Flight Service Station at Butte, MT; Notice of Closing**

Notice is hereby given that on or about July 26, 1995, the flight service station at Butte, Montana, will be closed. Services to the aviation public formerly provided by this facility will be provided by the automated flight service station in Great Falls, Montana. This information will be reflected in the FAA Organization Statement the next time it is issued. Sec. 313(a) of Federal Aviation Act of 1958, as amended, 72 Stat. 752; 49 U.S.C. App. 1354(a).

Issued in Seattle, Washington, on June 20, 1995.

**Frederick M. Isaac,**

*Regional Administrator, Northwest Mountain Region.*

[FR Doc. 95-16166 Filed 6-29-95; 8:45 am]

BILLING CODE 4810-13-M

#### **Federal Highway Administration**

[FHWA Docket No. 94-29]

#### **Exemption Criteria for Highway Sanctions**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of proposed policy statement; request for comments.

**SUMMARY:** The purpose of this document is to propose a policy which would govern the exemption criteria that would be used to determine which projects could advance if the Environmental Protection Agency (EPA) imposes highway sanctions in accordance with section 179(a) or section 110(m) of the CAA, in conjunction with EPA regulations published in the **Federal Register** on January 11, 1994, and August 4, 1994; define the requirements which establish the basis for project exemptions; and describe and clarify the types of projects and programs which are exempt. The FHWA requests comments on the proposed policy.

**DATES:** Comments should be received by August 29, 1995.

**ADDRESSES:** Submit written, signed comments to FHWA Docket 94-29, Federal Highway Administration, Room 4232, HCC-10, Office of Chief Counsel, 400 Seventh Street, SW., Washington DC 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 4:15 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:** Ms. Lucy Garliauskas, Office of Environment and Planning, (202) 366-2068, or Mr. Reid Alsop, Office of Chief Counsel, (202) 366-1372, FHWA. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** This policy statement proposes criteria and offers clarification on the types of projects ("exempt projects") listed in section 179(b)(1) of the Clean Air Act (CAA) as amended in 1990 (42 U.S.C. 7509(b)(1)), that may continue to advance while an area is subject to highway funding sanctions. Under section 179(b) and section 110(m) of the CAA, the EPA Administrator may impose a prohibition on project approvals and grants made under title 23, United States Code, by the Secretary of Transportation ("highway sanctions"). The descriptions of exempt projects contained within this document would apply equally to sanctions applied under section 179(a) ("mandatory sanctions") or section 110(m) ("discretionary sanctions"). Section 110(m) contemplates circumstances under which EPA may extend highway sanctions to areas not designated as "nonattainment". Hence,