

shrimp trawl fisheries in the Gulf of Mexico, Caribbean and Western Atlantic Ocean (Belize, Brazil, Colombia, Guyana, Honduras, Mexico, Nicaragua, Panama, and Venezuela) have adopted programs to reduce the incidental capture of sea turtles in such fisheries comparable to the program in effect in the United States. The Department certified that the fishing environment in two other countries (Costa Rica and Guatemala) does not pose a threat of the incidental taking of sea turtles protected under Public Law 101-162. The Department was unable to issue certifications on April 28 for Suriname, Trinidad and Tobago, and French Guiana and, as a result, shrimp imports from these countries were prohibited effective May 1, 1995, pursuant to Public Law 101-162. The Department of State subsequently issued a certification for Trinidad and Tobago on August 15, 1995 and, as a result, the ban on shrimp imports that had been in effect since May 1, 1995, was lifted.

**EFFECTIVE DATE:** August 22, 1995.

**FOR FURTHER INFORMATION CONTACT:** Hollis Summers, Office of Marine Conservation, Bureau of Oceans and International Environmental and Scientific Affairs, Department of State, Washington, DC 20520-7818; telephone: (202) 647-3940.

**SUPPLEMENTARY INFORMATION:** Section 609 of Public Law 101-162 prohibits imports of shrimp from certain nations unless the President certifies to the Congress by May 1 of each year either: (1) That the harvesting nation has adopted a program governing the incidental capture of sea turtles in its commercial shrimp fishery comparable to the program in effect in the United States; or (2) that the fishing environment in the harvesting nations does not pose a threat of the incidental taking of sea turtles. The President has delegated the authority to make this certification to the Department of State. Revised State Department guidelines for making the required certifications were published in the **Federal Register** on February 18, 1993 (58 FR 9015).

The countries subject to the provisions of Public Law 101-162 include Belize, Brazil, Colombia, Costa Rica, French Guiana (EU), Guatemala, Guyana, Honduras, Mexico, Nicaragua, Panama, Suriname, Trinidad and Tobago, and Venezuela. On April 28, 1995, the Department of State certified that 11 of the 14 affected countries have met, for the current year, the requirements of the law. The countries that did not receive a certification at that time were Trinidad and Tobago, Suriname, and French Guiana. As a

result, shrimp imports from Trinidad and Tobago were prohibited pursuant to Public Law 101-162 effective May 1, 1995. The ban on shrimp imports from Suriname (in effect since May 1, 1993) and French Guiana (in effect since May 1, 1992) remained in place.

The countries that received a certification on April 28, 1995, were Belize, Brazil, Colombia, Costa Rica, Guatemala, Guyana, Mexico, Honduras, Nicaragua, Panama, and Venezuela; with Trinidad and Tobago certified on August 15, 1995. Of these, the Department certified that the fishing environment in Costa Rica and Guatemala does not pose a threat of the incidental taking of sea turtles protected by Public Law 101-162. (In both these countries, the commercial shrimp trawl fleet operates exclusively in the Pacific Ocean with no activity on the Caribbean side.) The Department certified that the other ten countries have adopted a program to reduce the incidental capture of sea turtles in the commercial shrimp trawl fishery comparable to the U.S. program.

In reviewing information for the purpose of making the certifications, the Department looked at three principal elements of each country's program: (1) The legal and regulatory framework establishing the TED requirement for all commercial shrimp trawl vessels, except those specifically exempt under the Department's guidelines; (2) the implementation of that requirement and the extent to which TEDS are in use on all such vessels; and (3) the efforts of each country to monitor and enforce the TED requirement to ensure compliance. Because each country that received certification this year has established and is implementing the legal requirement to use TEDS, the Department will place particular emphasis in making future certifications on the third element, monitoring and enforcement of the TED requirement.

Finally, in implementing the ban on shrimp imports from Trinidad and Tobago which was in effect from May 1, 1995, to August 15, 1995, any shipment with a recorded date of export prior to May 1, 1995, was allowed entry into the United States even if it arrived on or after May 1, 1995. That is, shipments in transit prior to the effective date of the ban were not barred from entry.

Dated: August 16, 1995.

**R. Tucker Scully,**

*Acting Deputy Assistant Secretary For Oceans.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review, Pease International Tradeport, Portsmouth, New Hampshire

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure map for Pease International Tradeport, as submitted by the Pease Development Authority 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 Pease International Tradeport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before February 10, 1996.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure map and of the start of its review of the associated noise compatibility program is August 14, 1995. The public comment period ends on October 13, 1995.

**FOR FURTHER INFORMATION CONTACT:** John C. Silva, Federal Aviation Administration, New England Region, Airports Division, ANE-600, 12 New England Executive Park, Burlington, Massachusetts 01803.

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 noise exposure map submitted for Pease International Tradeport is in compliance with applicable requirements of part 150, effective August 14, 1995. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before February 10, 1996. 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 a noise exposure map which meets applicable regulations and which depicts non compatible land

uses as of the date of submission of such map, a description of projected aircraft operations, and the ways in which such operations will affect such map. The Act requires such map 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 a noise exposure map that is found by FAA to be in compliance with the requirements of Federal Aviation Regulation (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 introduction of additional non compatible uses.

The Pease Development Authority submitted to the FAA on August 1, 1995, a noise exposure map, descriptions, and other documentation which were produced during the Airport Noise Compatibility Planning (part 150) study at Pease International Tradeport from May 1991 to June 1995. It was requested that the FAA review this material as the 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 noise exposure map and related descriptions submitted by Pease Development Authority. The specific maps under consideration were Figures 4-7, "Noise Exposure Map for 1993-94 Base Case", 4-10, "Noise Exposure Map for Future Scenario A", 4-15, "Noise Exposure Map for Future Scenario D", 6-16, "Ldn Contours for 1993-94 Base Case With Noise Abatement", 6-17, "Ldn Contours for Scenario A with Noise Abatement, Excluding Aircraft Access Restrictions", and 6-19, "Ldn Contours for Scenario D with Noise Abatement, Excluding Aircraft Access Restrictions", along with the supporting documentation in "Pease International Tradeport; FAR part 150 Airport Noise Compatibility Study". The FAA has determined that the maps for Pease International Tradeport are in compliance with applicable requirements. This determination is effective on August 14, 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 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 map 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 a noise exposure map. 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 the map, or with those 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 or FAR part 150, that the statutorily required consultation has been accomplished.

The FAA formally received the noise compatibility program for Pease International Tradeport, also effective on August 14, 1995. Primary 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 February 10, 1996. 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 non compatible land uses and preventing the introduction of additional non compatible 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 map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Pease Development Authority, Suite 1,  
601 Spaulding Turnpike, Portsmouth,  
New Hampshire 03801-2833  
Federal Aviation Administration, New  
England Region, Airports Division,  
ANE-600, 12 New England Executive  
Park, Burlington, Massachusetts  
01803

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

Issued in Burlington, Massachusetts on August 14, 1995.

**Vincent A. Scarano,**

*Manager, Airports Division, New England Region.*

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#### **Intent To Prepare an Environmental Impact Statement and To Hold Environmental Scoping Meetings for Airside Improvements at Boston-Logan International Airport, East Boston, MA**

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

**ACTION:** Notice of public environmental scoping meetings.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a series of airside improvements under consideration by the Federal Aviation Administration and Massachusetts Port Authority (Massport) for Boston-Logan International Airport, in the City of Boston, Massachusetts. To ensure that all significant issues related to this planning effort are identified, public scoping meetings will be held.

**FOR FURTHER INFORMATION CONTACT:** John Silva, Manager, Environmental Programs, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone number: 617-238-7602.

**SUPPLEMENTARY INFORMATION:** The FAA, in cooperation with Massport, will prepare an EIS on a proposal to implement a program of airside improvements to reduce congestion and delay at Logan and to improve airfield operating efficiency. Logan is presently