

after publication of this notice in the Federal Register.

FOR FURTHER INFORMATION CONTACT: Stephen Gallogly, Chief, Division of Energy Producer Country Affairs, Office of International Energy Policy, Department of State, Washington, DC 20520. (202) 647-1476.

The Department of State has received an application from Rio Grande Pipeline Company for a Presidential permit, pursuant to Executive Order 11423 of August 16, 1988, as amended by Executive Order 12847 of May 17, 1993 to construct a new liquid petroleum gas (LPG) pipeline that will originate in Hudspeth County, Texas and terminate in Ciudad Juarez, Mexico. The pipeline will cross the U.S.-Mexico International Border in El Paso County, south of the town of San Elizario at Latitude 31 degrees, 33 minutes, 2 seconds and Longitude 106 degrees, 15 minutes and 40 seconds.

Rio Grande Pipeline Company is a partnership having its principal office in Tulsa, Oklahoma. Applicant is a Texas General Partnership of Juarez Pipeline Company (Juarez), Amoco Rio Grande Pipeline Company (AMOCO), and Navajo Southern, Inc. (Navajo).

Dated: May 23, 1996.

Glen R. Rase,

Director, Office of International Energy and Commodities Policy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC No. 43.13-1A]

Proposed Revision B to Advisory Circular (AC) on Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability of the Proposed Revision B to AC 43.13-1A, and request for comments.

SUMMARY: This notice announces the availability of and requests comments on proposed revision B to AC 43.13-1A, Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair, which provides guidance on acceptable methods, techniques, and practices associated with inspection and repairs to small, nonpressurized, older aircraft of 12,500 pounds or less. This notice is necessary to give all interested persons an opportunity to present their views on the proposed revision to the

AC. Any comments, corrections, or suggestions should reflect the applicable AC chapter, page, and paragraph number. If new data are suggested, a copy of these data, repair methods, inspection procedures, or new techniques should be enclosed with the comments.

DATES: Comments must be received on or before July 15, 1996.

ADDRESSES: Send all comments on the proposed AC to: FAA, Manufacturing Standards Section, AFS-613, 6500 S. MacArthur Boulevard, ARB Room 304, Oklahoma City, Oklahoma 73125. Requests for copies of the proposed AC can be facsimiled to AFS-613 at (405) 954-4104. Comments may be inspected at the above address between 9 a.m. and 4 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Mr. William F. O'Brien, General Aviation and Commercial Branch, AFS-340, FAA, 800 Independence Avenue SW., Washington, DC 20591, telephone: (202) 267-3796, facsimile (202) 267-5115.

Issued in Washington, DC on April 22, 1996.

William J. White,

Deputy Director, Flight Standards Service.

[FR Doc. 96-13420 Filed 5-28-96; 8:45 am]

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Acceptance of Updated Noise Exposure Maps for San Francisco International Airport, San Francisco, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the updated noise exposure maps submitted by the city of San Francisco, California for San Francisco International 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.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is May 17, 1996.

FOR FURTHER INFORMATION CONTACT:

Joseph R. Rodriguez, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Burlingame, California 94010, Telephone: 415/876-2805. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the updated noise exposure maps submitted for San Francisco International Airport are in compliance with applicable requirements of Part 150, May 17, 1996.

Under section 103 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 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.

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 FAA has completed its review of the noise exposure maps and related descriptions submitted by the city of San Francisco, California. The specific maps under consideration are Figures 2 and 3 in the submission. The FAA has determined that these maps for San Francisco International Airport are in compliance with applicable requirements. This determination is effective on May 17, 1996. 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