

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.
[FR Doc. 96-13400 Filed 5-28-96; 8:45 am]
BILLING CODE 4710-07-M

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]
BILLING CODE 4910-13-M

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

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 section 150.16 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the updated noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue SW., Room 621, Washington, D.C. 20591

Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15000 Aviation Boulevard, Room 3012, Hawthorne, California 90261

Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Burlingame, California 94010-1303

Mr. John Martin, Director of Airports, San Francisco International Airport, San Francisco, California 94128.

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

Issued in Hawthorne, California on May 17, 1996

Robert C. Bloom,

Acting Manager, Airports Division, AWP-600, Western-Pacific Region.

[FR Doc. 96-13425 Filed 5-28-96; 8:45 am]

BILLING CODE 1410-13-M

Notice of Airport Capital Improvement Program National Priority System; Opportunity To Comment

AGENCY: Federal Aviation Administration (FAA), (DOT).

SUMMARY: The FAA is clarifying details of the ACIP National Priority System. Comments and recommendations for improving the effectiveness of the ACIP National Priority System are solicited.

DATES: Comments and/or recommendations must be submitted on or before July 29, 1996.

ADDRESSES: Comments may be delivered or mailed to the FAA, Airports Financial Assistance Division, Programming Branch, APP-520, Room 615, 800 Independence Avenue SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Stan Lou, Manager, Programming Branch, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-520, on (202) 267-8809.

SUPPLEMENTARY INFORMATION: FAA Order 5100.39, "Airport Capital Improvement Plan" describes procedures that are intended to guide the distribution of Airport Improvement Program (AIP) funds to the highest priority projects nationally. In order to implement the ACIP Order, a standard database has been established. This database (NPIAS-CIP) provides a common data structure to compile and analyze airport development needs. A key element of this process is the determination of objective priority ratings for items of work.

The National Priority is a numerical, computer-generated system for prioritizing work items in accordance with agency goals. The ACIP is used as a vehicle to evaluate requests for AIP funded airport development in an airport's five year Capital Improvement Program (CIP).

The ACIP uses a national priority calculation as prescribed by Order 5100.39. Priority numbers are calculated based on the size and type of airport (service level) and the type of project (as described by the NPIAS-CIP project codes). The national priority calculation:

- Provides a standard means to sort projects from high to low priority.
- Is used to measure how well funding plans (the ACIP) address the highest priority needs.
- Imitates the existing AIP priority system.
- Is not intended to be the sole gauge for project approval.

The national priority calculation is as follows: $(P \cdot (APT + C + 1) + T) \cdot 10 + APT$
Where:

P=Purpose Points (0 to 5 pts)

Safety/Security=0 pt.

Reconstruction=1 pt.

Standards=2 pts.

Environment=1 pt.

Upgrade=3 pts.

Capacity=3 pts.

New Airport (Community)=5 pts.

New Airport (Capacity)=3 pts.

Planning=1 pt.

C=Component Points (1 to 6 pts)

Land=3 pts.

Runway=1 pt.

Taxiway=3 pts.

Apron=4 pts.

Lighting=3 pts.

Approach Aids=2 pts.

Terminal=5 pts.

Access=5 pts.

Planning=1 pt.

Equipment=3 pts.

Other=3 pts.

T=Type Points (1 to 3 points), and

Access=2 pts.

Acquire Airport=2 pts.

Terminal Building Bond=2 pts.

Runway Centerline Lights=1 pt.

Construction=2 pts.

Land for Development=2 pts.

Extension/Expansion=2 pts.

Runway Friction=1 pt.

Gates=2 pts.

Grooving=1 pt.

Helicopter Landing=2 pts.

High Intensity Runway Lights=1 pt.

Improvements=1 pt.

Mass Transit/Master Plan=2 pts.

Metropolitan Planning=2 pts.

Medium Intensity Runway Lights=1 pt.

Miscellaneous=3 pts.

Noise Barrier=2 pts.

Landscaping For Noise=2 pts.

Noise Plan/Suppression=2 pts.

Soundproofing=2 pts.

Obstruction Removal=2 pts.

Parking=3 pts.

Partial Instrument=2 pts.

Relocation Assistance (Non-Noise)=2 pts.

ARFF Vehicle=1 pt.

Relocation Assistance (Noise)=2 pts.

Rehab Runway Lights=1 pt.

Rehab Taxiway Lights=2 pts.

Safety Related Building=2 pts.

Sealcoat=2 pts.

Security Improvement=1 pt.

Runway Safety Area=1 pt.

Service Road Improvement=3 pts.

Snow Removal Equipment=2 pts.

Runway Sensors=2 pts.

Safety Zone=1 pt.

Terminal=2 pts.

Visual Approach Aids=2 pts.

Construct V/TOL Runway/Vertical Plan=2 pts.

Weather Reporting=2 pts.

Runway/Taxiway Signs=1 pt.

Taxiway Sensors/State Planning=2 pts.

Air Navigation Facilities=2 pts.

Deicing Facilities=1 pt.

Fuel Farm Development=3 pts.

Utility Development=3 pts.

APT=Airport Points (1, 2, 3, or 6 pt).

Airport Points are calculated as follows:

Primary and Reliever Airports

Large and Medium Hub=1 pt.