

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.

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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.

Small and Non Hub=2 pts.
 Commercial Service Airports=3 pts.

General Aviation Airports Aircraft/
 Operations

100 or 50,000=1 pt.
 50 or 20,000=2 pts.
 20 or 8,000=3 pts.
 ≤20 or ≤8,000=6 pts.

The ACIP is used to help make AIP fund allotment decisions for each airport/development type. Funds are allotted to regions through two mechanisms: Commitments and Priorities. Commitments are projects that are believed to merit funding regardless of their relative priority calculation. These projects typically include Letters of Intent (LOI) and "phased" projects where it is important to complete a development program to derive an acceptable level of benefit for both the airport and the national system. Funds for Commitment projects are "set aside" for each airport/development category. The remainder of the available discretionary funds are distributed to the highest priority projects which remain unfunded in the ACIP. Priority distribution uses a priority "cut-off" for each airport/development category.

Issued in Washington, DC on May 2, 1996.

Stan Lou,

Manager, Programming Branch.

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National Highway Traffic Safety Administration

Discretionary Cooperative Agreements To Support the Demonstration and Evaluation of the Patterns for Life Program

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Announcement of discretionary cooperative agreements to support the demonstration and evaluation of the Patterns for Life Program.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces the availability of FY 1996 discretionary cooperative agreements to demonstrate the effectiveness of using health/medical organizations to establish an infrastructure of credible program efforts pertaining to child passenger safety, child pedestrian safety and bicycle helmet safety. This notice solicits applications from national health and medical related organizations that are interested in developing and implementing community partnerships with local law enforcement, fire and rescue, child care

providers, state and local governments, educational institutions, local child safety seat distributors and trainers to establish an infrastructure of knowledgeable and skilled partners at the state and local level.

DATES: Applications must be received at the office designated below on or before July 10, 1996.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), Attention: Karen S. Brockmeier, 400 7th Street SW., Room 5301, Washington DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program Number DTNH22-96-H-05194, and identify the program approach for which the application is submitted. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Karen S. Brockmeier, Office of Contracts and Procurement, at (202) 366-9567. Programmatic questions relating to this cooperative agreement program should be directed to Ms. Cheryl Neverman, National Organizations Division, Office of Occupant Protection, (NTS-11) NHTSA, 400 7th Street SW., Room 5118, Washington, DC 20590 (202) 366-2696.

SUPPLEMENTARY INFORMATION:

Background

The need to establish a community infrastructure that can accommodate on-going training needs as child transportation technology and issues change has emerged as a priority for the nation. The Department of Transportation, NHTSA, is initiating a new program effort, Patterns for Life, in FY 1996 to provide outreach to state and local communities on issues focused on child passenger, pedestrian, and bicycle helmet safety. The goal of this program effort is to establish lifelong safety habits that set a pattern of safety for children. The health/medical community is often the first and most continuous contact that new or expectant parents have when pregnant and during the first formative years of a child's life. It is at this time that "patterns" of behavior are established which may have lasting impact on a child's lifetime safety habits.

Under this cooperative agreement program, the effectiveness of using health and medical organizations to conduct child traffic safety initiatives shall be demonstrated and evaluated to

determine the impact on reducing motor vehicle injuries and associated costs to the community. Specific objectives for this cooperative agreement are as follows:

- Increasing the public's awareness of the importance of child passenger, child pedestrian and helmet safety through community partnerships;

- Performing aggressive community outreach service through dedicated support (e.g. paid advertising) and earned media (e.g. articles in newspaper, story on evening news);

- Maintaining partnerships in order to preserve existing child safety programs;

- Increasing the correct use of child restraints, safety belts, and bicycle helmets;

- Providing comprehensive education and outreach to high-risk, underserved, and culturally diverse populations using updated educational materials and new publications;

- Encouraging vigorous enforcement of existing child passenger safety, safety belt, and bicycle helmet use laws;

- Encouraging the enactment of bicycle helmet laws and upgrades of existing laws to cover children in all vehicle seating positions with correct restraint use;

- Increasing public awareness and education of the benefits and the dangers of air bags; especially as they interact with children who are unrestrained, improperly restrained, or in rear-facing child seats;

- Measuring program effectiveness and sharing success stories to encourage public use and support; and

- Establishing and maintaining a health/medical infrastructure at the community level which can serve as an on-going resource for the community and contact for future educational and technological messages.

As the result of high visibility in the media about issues such as child seat misuse and increased distribution of safety products, such as the free child seat distribution made possible through the settlement between General Motors and the Department of Transportation, the public is seeking more answers to questions about these safety issues. Similar programs exist for the distribution of free or reduced-price bicycle helmets. Hundreds of state and local programs have become distribution sites for these efforts, but little effort has been made to assure that those involved in the distribution have easy access to updated training and are able to maintain a source of future information. Additionally, the strong enforcement of traffic safety laws and the need to upgrade existing laws or