

PREP SCHEDULE—INDUSTRY-LED EXERCISES—Continued

Area	Ind	Date/qtr	Lead
1999			
Alabama/Mississippi Area (MSO Mobile OSC)	f (mtr)		
South Florida Area (MSO Miami OSC)	f (mtr)		
Portland, OR Area (MSO Portland OSC)	v		
EPA Region VIII (EPA OSC)	f (nonmtr)		
Hawaii/Samoa Area (MSO Honolulu OSC)	v		
Central Coast Area (MSO San Francisco OSC)	v		
Western Alaska Area (MSO Anchorage OSC)	v		
Eastern Wisconsin Area (MSO Milwaukee Area)	f (mtr)		
EPA Region Oceania Area (EPA OSC)	f (nonmtr)		
Maine & New Hampshire Area (MSO Portland OSC)	v		
Charleston, SC Area (MSO Charleston OSC)	v		
EPA Region II Area (EPA Caribbean OSC)	f (nonmtr)		
Providence Area (MSO Providence OSC)	v		

¹ Quarters: 1 (Jan–March); 2 (April–June); 3 (July–Sept); 4 (Oct–Dec).

² Industry: v—vessel; f (mtr) —marine transportation-related facility; f (nonmtr)—nonmarine transportation-related facility; p—pipeline.

[FR Doc. 97-7621 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-14-P

Federal Aviation Administration

Noise Exposure Map Notice, Naples Municipal Airport, Naples, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised noise exposure maps submitted by the Naples Airport Authority for Naples Municipal 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 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is March 18, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 29.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the revised noise exposure maps submitted for Naples Municipal Airport are in compliance with applicable requirements of part 150, effective March 18, 1997.

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 revised noise exposure maps and related descriptions submitted by the Naples Airport Authority. The specific maps under consideration are "1996 EXISTING CONDITIONS NOISE EXPOSURE MAP" and "2001 FORECAST CONDITIONS REVISED NOISE EXPOSURE MAP" in the submission. The FAA has determined that these maps for Naples Municipal Airport are in compliance with applicable requirements. This determination is effective on March 18, 1997. 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.

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

Federal Aviation Administration,
Orlando Airports District Office, 5950
Hazeltine National Drive, Suite 400,
Orlando, Florida 32822

Naples Airport Authority, 160 Aviation
Drive North, Naples, FL 34104

Questions may be directed to the individual named above under the

heading, FOR FURTHER INFORMATION CONTACT.

Issued in Orlando, Florida, March 18, 1997.

Charles E. Blair,

Manager, Orlando Airports District Office.

[FR Doc. 97-7665 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Ontario International Airport (ONT), Ontario, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Ontario International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before April 25, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Jerald K. Lee, Deputy Executive Director, Los Angeles Department of Airports, One World Way, Los Angeles, CA 90045.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Los Angeles Department of Airports under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: John Milligan, Supervisor, Standards Section, AWP-621, Airports Division, Federal Aviation Administration, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261, Telephone (310) 725-3621. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at the Ontario International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L.

101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 26, 1997 the FAA determined that the application to use the revenue from a PFC submitted by the Los Angeles Department of Airports was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 24, 1997.

The following is a brief overview of the application.

PFC application number: PFC No. 95-02-U-00-ONT.

Level of PFC: \$3.00.

Actual charge effective date: July 1, 1993.

Actual charge expiration date: November 30, 1997.

Total net PFC revenue collected: \$33,148,439.00.

Total net PFC revenue to be used: \$33,148,439.00.

Brief description of the proposed use project: ONT Terminal Development Program.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Los Angeles Department of Airports.

Issued in Los Angeles, California on March 11, 1997.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 97-7666 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

Maglev Study Advisory Committee; Notice of Fourth Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of fourth meeting of the Maglev Study Advisory Committee.

SUMMARY: As required by Section 9(a)(2) of the Federal Advisory Committee Act (FACA), 5 U.S.C. App. 2 (1988) and 41 CFR Part 101-6, section 101-6, 1015(a), the Federal Railroad Administration (FRA) gives notice of the fourth meeting of the Maglev Study Advisory Committee ("MSAC"). The purpose of the meeting is to advise DOT/FRA on

the Congressionally mandated study of the near-term applications of maglev technology in the United States.

DATES: The fourth meeting of the MSAC is scheduled for 8:30 a.m. to 4:30 p.m. EST on Monday and Tuesday, April 7 and 8, 1997.

ADDRESSES: The fourth meeting of the MSAC will be held in the 7th floor Conference Room at FRA Headquarters, 1120 Vermont Avenue NW., Washington, DC. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Those with special needs should inform Mr. Mongini 5 days in advance of the meeting so appropriate facilities can be provided.

FOR FURTHER INFORMATION CONTACT: Arrigo Mongini, Deputy Associate Administrator for Railroad Development, FRA RDV-2, 400 Seventh Street SW., Washington, DC 20590 (mailing address only) or by telephone at (202) 632-3286.

SUPPLEMENTARY INFORMATION: The fourth meeting of the Maglev Study Advisory Committee (MSAC) will be held on April 7 and 8 from 8:30 a.m. to 4:30 p.m. at the Federal Railroad Administration (FRA) headquarters, 1120 Vermont Avenue, NW., Washington, DC, in the 7th floor conference room. The meeting is open to the public.

The MSAC was created by the National Highway System Designation Act to advise the Secretary of Transportation in the preparation of a report to be submitted by the Secretary to the Congress evaluating the near term applications of magnetic levitation transportation technology in the U.S. "with particular emphasis on identifying projects warranting immediate application of such technology." The Act further specifies that the study also "evaluate the use of innovative finance techniques for the construction and operation of such projects." The eight committee members collectively have experience in magnetic levitation transportation, design and construction, public and private finance, and infrastructure policy disciplines. The conference report on the National Highway System Designation Act specifies that "[t]he Committee should identify and analyze specific magnetic levitation projects, such as a connector from New York City to its airports, the transportation project under development between Baltimore, Maryland and Washington, DC, and technology transfer efforts underway in Pittsburgh, Pennsylvania, so that Congress can better assess how near-term magnetic levitation technology