

on or before April 27, 1997. 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 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 measure the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

DeKalb County submitted to the FAA on July 22, 1996 noise exposure maps, descriptions and other documentation which were produced during Noise Compatibility Program, March 1993 and update of the Noise Compatibility Study, September 1996. It was requested that the FAA review this material as the noise exposure maps, 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 maps and related descriptions submitted by DeKalb County. The specific maps under consideration are 1996 Noise Contours and Forecast 2001 Noise Contours in the submission. The FAA has determined that these maps for Peachtree-DeKalb Airport are in compliance with applicable requirements. This determination is effective on October 29, 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 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Peachtree-DeKalb Airport, also effective on October 29, 1996. Preliminary 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 April 27, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 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 noncompatible land uses and preventing the introduction of additional noncompatible 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 maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, D.C. 20591
Federal Aviation Administration, Atlanta Airports District Office, Campus Building, 1701 Columbia Ave., Suite 2-260, College Park, GA 30337-2747

Mr. Jim Duguay, DeKalb-Peachtree Airport, Administration Building, Room 212, 2000 Airport Road, Atlanta, GA 30341

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

Issued in College Park, Georgia, October 29, 1996.

Dell Jernigan,

Manager, Atlanta Airports District Office.

[FR Doc. 96-28561 Filed 11-5-96; 8:45 am]

BILLING CODE 4910-13-M

[Docket No. 28671; Notice No. 96-13]

RIN 2120-AF95

Explosives Detection Systems

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed amendment to criteria for certification of explosives detection systems; reopen comment period.

SUMMARY: This document announces that the comment period for the Notice No. 96-13, Explosive Detection Systems (61 FR 46011, August 30, 1996) has been reopened. The FAA has determined that in order to allow all affected parties adequate time for comment development, the comment period should be extended. The initial comment period closed on October 29, 1996.

DATES: The comment period is being reopened from November 6, 1996 through January 6, 1997. Comments must be received on or before January 6, 1997.

ADDRESSES: Comments on this notice should be mailed, in triplicate, to: Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 28671, 800 Independence Avenue, SW., Washington, D.C., 20591. Comments that include or reference national security information or sensitive security information should not be submitted to the public docket. These comments should be sent to the

following address in a manner consistent with applicable requirements and procedures for safeguarding sensitive security information: Federal Aviation Administration, Office of Civil Aviation Security Operations, Attention: FAA Security Control Point, Docket No. 28671, 800 Independence Avenue, SW., Washington, D.C., 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Lon Siro, Aviation Security Specialist (ACP-100), Office of Civil Aviation Security Policy and Planning, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C., 20591, telephone (202) 267-9661.

SUPPLEMENTARY INFORMATION:

Background

The proposed amended Criteria are responsive to the statutory mandate for testing and certifying EDS. The FAA has had a long-standing research and development (R&D) effort to counter the threat of explosive materials to civil aviation. Along with other technologies, the FAA invested in detonator detection R&D beginning in 1985. However, based upon early research, the FAA focused its R&D resources primarily on the detection of main/bulk explosive charges, because it appeared to be the most technologically feasible approach. The effort resulted in the September 10, 1993, Criteria [58 FR 47804], which established minimum performance standards for main/bulk explosive charges detection equipment. Recent technological advances suggest that equipment capable of detecting the different types of detonators used to initiate or detonate an explosive may also be an effective means of screening checked baggage. FAA now considers it appropriate to propose minimum performance standards for the detection of detonators.

In October 1995, the FAA completed its compilation and analyses of technical design information obtained during visits to 38 detonator manufacturers located in the United States and 20 other countries. These analyses were the most extensive examinations yet on the types, materials, and configurations of detonators. As a result, the FAA developed a comprehensive database on detonators manufactured worldwide, as well as global detonator production and consumption profiles. The types of detonators specified in this proposed amended Criteria were based, in part, upon reports which identified the types of detonators used in terrorist acts, as well as those likely to be used in future attempts to destroy or sabotage civil

aviation, other modes of transportation, and physical structures. This analysis was conducted by the FAA with advice and consultation from U.S. and international explosive materials experts, and Agencies of the United States and other governments.

Reopen Comment Period

The comment period for Notice No. 96-13 closed on October 29, 1996. Subsequently, the FAA finds that it is in the public interest to reopen the comment period in order to allow industry additional time for a more thorough review of applicable issues and drafting of comments. Accordingly, the comment period is being reopened from November 6, 1996 through January 6, 1997.

Issued in Washington, DC on October 28, 1996.

Cathal L. Flynn,

Associate Administrator for Civil Aviation Security.

[FR Doc. 96-28552 Filed 11-1-96; 2:07 pm]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application (#96-02-C-00-OTH) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at North Bend Municipal Airport, Submitted by the City of North Bend, North Bend, OR

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 impose and use PFC revenue at North Bend Municipal Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before December 6, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, WA 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Ron Stillmaker, Public Works Director/Airport Manager, at the following address: North Bend Municipal Airport, P.O. Box B, North Bend, OR 97459.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to North Bend

Municipal Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Ms. Mary Vargas, (206) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056. 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 (#96-02-C-00-OTH) to impose and use PFC revenue at North Bend Municipal Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 30, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of North Bend, North Bend, Oregon, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 28, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date: April 1, 1997

Proposed charge expiration date: April 30, 2000

Total requested for use approval: \$168,731.00

Brief description of proposed project:

Replace existing lighted wind cone and segmented circle and install supplemental wind cones; Terminal parking lot improvements; ALP update and pavement maintenance management program; Environmental assessment; and East side Terminal area site preparation.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Non-scheduled air taxi/commercial operators utilizing aircraft having a seating capacity of less than twenty passengers.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the North Bend Municipal Airport.