

and determine whether the alleged violation is supported by sufficient evidence, other than the individual's safety-related report. "Sufficient evidence" means evidence gathered by an investigation not caused by, or otherwise predicated on, the individual's safety-related report. Alleged violations supported by such evidence will ordinarily be addressed with administrative action provided the alleged violations do not involve deliberate misconduct; a serious and substantial deviation from required conduct; criminal conduct; an accident; or conduct that demonstrates, or raises a question of, a lack of qualification. Administrative action has been determined to be a necessary enforcement-related incentive to achieve the desired results and goals of the program.

Alleged violations that involve deliberate misconduct; a serious and substantial deviation from required conduct; criminal conduct; an accident; or conduct that demonstrates, or raises a question of, a lack of qualification are wholly excluded from the APPP. Such violations will not be addressed with the enforcement-related incentive, i.e., administrative action. Safety-related reports that concern such violations will be referred to an appropriate office within the FAA for any additional investigation and reexamination and/or legal enforcement action, as appropriate.

In order for an alleged violation covered under the APPP to be addressed with administrative action, the elements of paragraph 205 of FAA Order 2150.3A must be satisfied, and the individual committing the alleged violation must agree to accomplish any corrective action determined appropriate by the FAA representative to the ERC. Notwithstanding the guidance in paragraph 205 of FAA Order 2150.3A, Compliance and Enforcement Program, however, repeated instances involving the same or similar type of misconduct previously addressed with administrative action under the APPP may also be covered under the program. The determination whether a repeated instance will be covered under the APPP will be made on a case-by-case basis by the FAA, upon consideration of the facts and circumstances surrounding the violation.

The ERC may review and discuss the evidence available to support an alleged violation reported under the APPP. The FAA representative to the ERC will determine the enforcement action, if any, that should be initiated for the alleged violation. The FAA will work with a certificate holder to develop acceptable comprehensive fixes for

safety problems identified from information obtained under the APPP. The decision to accept the corrective actions implemented under a partnership for safety program in lieu of legal enforcement action remains solely with the FAA.

Employee Feedback

The APPP manager will publish a synopsis of the reports received from the flight crewmembers in the partnership for safety program section of the monthly "ABC Airlines Employee Newsletter." The synopsis will include enough information so that reporting flight crewmembers can identify their reports. Employee names, however, will not be included in the synopsis. The outcome of each report will be published. Any employee who submitted a report may also contact the APPP manager to inquire about the status of his/her report.

Information and Training

The details of the APPP will be made available to all flight crewmembers and their supervisors by publication in Section 5 of the ABC Airlines flight crew operating manual. Each flight crewmember will receive written guidance outlining the details of the program at least two weeks before the program begins. Each flight crewmember also will receive additional instruction concerning the program during the next regularly scheduled recurrent training class. All new hire pilot employees will receive training on the program during initial training.

Recordkeeping

All official documents and records regarding this program will be kept by the APPP manager and made available to the parties to this agreement at their request. The ABC Airlines Pilot Union and FAA will maintain whatever records they deem necessary to meet their needs.

Signatories

Director of Operations, ABC Airlines

Date

President, ABC Airlines Pilot Union

Date

Manager, FAA CHDO

Date (End of draft AC)

[FR Doc. 96-18533 Filed 7-19-96; 8:45 am]

BILLING CODE 4910-13-M

Acceptance of Noise Exposure Maps, Laughlin/Bullhead International Airport, Bullhead City, AZ

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Mohave County Airport Authority, 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 acceptance of the Noise Exposure Maps for Laughlin/Bullhead International Airport, Bullhead City, Arizona is July 9, 1996.

FOR FURTHER INFORMATION CONTACT: Charles B. Lieber, Airport Planner, Airports, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007. Telephone (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for Laughlin/Bullhead International Airport, Bullhead City, Arizona are in compliance with applicable requirements of Federal Aviation Regulations (FAR) Part 150, effective July 9, 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 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 supporting documentation submitted by the Mohave County Airport Authority. The specific maps under consideration are Exhibit 2G, "1996 Aircraft Noise Exposure" and Exhibit 2H "2001 Aircraft Noise Exposure" in the submission. The FAA has determined that these maps for Laughlin/Bullhead International Airport are in compliance with applicable requirements. This determination is effective on July 9, 1996. FAA's acceptance of 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 acceptance 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 FAR Part 150 or through FAA's review of the 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, that the statutory required consultation has been accomplished.

Copies of the 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 617, Washington, D.C. 20591
Federal Aviation Administration, Western-Pacific Region, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261

Mr. Norm Hicks, Executive Director, Laughlin/Bullhead International Airport, 2750 Locust Boulevard, Bullhead City, Arizona 86430

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

Issued in Hawthorne, California on July 9, 1996.

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

[FR Doc. 96-18549 Filed 7-19-96; 8:45 am]

BILLING CODE 4910-13-M

Proposed Revisions of the San Francisco Class B Airspace Area, and the Oakland and San Jose Class C Airspace Areas, CA; Public Meetings

AGENCY: Federal Aviation Administration (FAA).

ACTION: Notice of public meeting.

SUMMARY: This notice announces several fact-finding informal airspace meetings to solicit information from airspace users, and others, concerning proposals to revise the Class B airspace at San Francisco, CA, and the Class C airspace at Oakland and San Jose, CA. The purpose of these meetings is to provide interested parties the opportunity to present views, recommendations, and comments on these proposals. All comments received during the meetings will be considered prior to any revisions or issuances of notices of proposed rulemaking.

DATES: The informal airspace meetings will be held on Wednesday, September 4, 1996, Tuesday, September 10, 1996, September 17, 1996, and Tuesday, September 24, 1996, starting at 7:00 p.m. Comments must be received on or before November 25, 1996.

Date: September 4, 1996.

Place: San Jose City Counsel Chambers, 801 N. First Street, 2nd Floor, San Jose, CA.

Date: September 10, 1996.

Place: Holiday Inn Concord, 1050 Burnett Ave., Concord, CA.

Date: September 17, 1996.

Place: U.S. Coast Guard, Gresham Hall, Building 4, Alameda, CA.

Date: September 24, 1996.

Place: Lucaessi Park, 320 N. McDowell Blvd., Petaluma, CA.

COMMENTS: Send or deliver comments on the proposal in triplicate to: Manager, Air Traffic Division, AWP-500, Federal Aviation Administration, P.O. Box 92007, World Postal Center, Los Angeles, CA 90009.

FOR FURTHER INFORMATION CONTACT: William Buck, Air Traffic Division, AWP-530, FAA, Western-Pacific Regional Office, telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION:

Meeting Procedures

The following procedures will be used to facilitate the meetings:

(a) The meetings will be informal in nature and will be conducted by a representative of the FAA Western-Pacific Region. Representative from the FAA will present a formal briefing on the proposed revisions of the Class B and Class C airspace areas. Each participant will be given an opportunity to deliver comments or make a presentation.

(b) The meetings will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate.

(c) Any person wishing to make a presentation to the FAA panel will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the panel to allocate an appropriate amount of time for each presenter.

(d) The meeting will not be adjourned until everyone on the list has had an opportunity to address the panel.

(e) Position papers or other handout material relating to the substance of the meeting will be accepted. Participants wishing to submit handout material should present *three* copies to the presiding officer. These should be additional copies of each handout available for other attendees.

(f) The meetings will not be formally recorded. However, a summary of the comments made at the meeting will be filed in the docket.

Agenda for the Meetings

Opening Remarks and Discussion of Meeting Procedures.

Briefing on Background for Proposals. Public Presentations.

Closing Comments.

Issued in Washington, DC, on July 15, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-18550 Filed 7-19-96; 8:45 am]

BILLING CODE 4910-13-M