

DEPARTMENT OF STATE

[Public Notice 5163]

Culturally Significant Object Imported for Exhibition Determinations: "Monet's Antibes"**AGENCY:** Department of State.**ACTION:** Notice.

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 [79 Stat. 985; 22 U.S.C. 2459], Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 [112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*], Delegation of Authority No. 234 of October 1, 1999 [64 FR 56014], Delegation of Authority No. 236 of October 19, 1999 [64 FR 57920], as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the object to be included in the exhibition, "Monet's Antibes," imported from abroad for temporary exhibition within the United States, is of cultural significance. The object is imported pursuant to a loan agreement with the foreign lender. I also determine that the exhibition or display of the exhibit object at the J. Paul Getty Museum, Los Angeles, California, from on or about September 2, 2005, to on or about January 31, 2006, and at possible additional venues yet to be determined, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, contact Paul W. Manning, Attorney-Adviser, Office of the Legal Adviser, (202) 453-8052, and the address is United States Department of State, SA-44, Room 700, 301 4th Street, SW., Washington, DC 20547-0001.

Dated: August 22, 2005.

Travis Horel,*Deputy Assistant Secretary for Professional and Cultural Exchanges, Department of State.*

[FR Doc. 05-17015 Filed 8-25-05; 8:45 am]

BILLING CODE 4710-08-P**DEPARTMENT OF TRANSPORTATION****Office of the Secretary****Aviation Proceedings, Agreements Filed the Week Ending August 12, 2005**

The following Agreements were filed with the Department of Transportation under the sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures

governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

Docket Number: OST-2005-22076.*Date Filed:* August 8, 2005.*Parties:* Members of the International Air Transport Association

Subject: Mail Vote 451—Resolution 010r TC3 0871—Japan, Korea-South East Asia, Special Passenger Amending Resolution between Japan and Russia (in Asia). Intended effective date: August 9, 2005.

Docket Number: OST-2005-22127.*Date Filed:* August 11, 2005.*Parties:* Members of the International Air Transport Association.

Subject: GVA/GEN/001/005 dated May 6, 2005 and GVA/GEN/002/005 dated June 28, 2005, *i.e.* Resolution 801r. Intended effective date: October 1, 2005.

Renee V. Wright,*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. 05-17004 Filed 8-25-05; 8:45 am]

BILLING CODE 4910-62-P**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent To Rule on Request To Release Airport Land at March Inland Port, Riverside, CA**

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of Request To Release Airport Land.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the release of two parcels comprised of approximately 184.70 acres of airport property at March Inland Port, Riverside, California, from all restrictions of the surplus property agreement since the land is not needed for airport purposes. Reuse of the land for commercial/light industrial and environmental mitigation purposes represents a compatible land use. Disposal of the property will provide income for investment in airport improvements and development in accordance with the FAA Policy and Procedures Concerning the Use of Airport Revenue.

DATES: Comments must be received on or before September 26, 2005.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following

address: Federal Aviation Administration, Airports Division, Federal Register Comment, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. Philip A. Rizzo, Executive Director, March Joint Powers Authority, PO Box 7480, Moreno Valley, California 92552.

FOR FURTHER INFORMATION CONTACT:

Tony Garcia, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, telephone (310) 725-3634 and fax (310) 725-6849. The request to release airport property may be reviewed in person by appointment at this same location or at March Joint Powers Authority, Moreno Valley, California.

SUPPLEMENTARY INFORMATION:

In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition imposed on a federally obligated airport's interest in surplus property.

The following is a brief overview of the request:

The March Joint Powers Authority (MJPA) requested a release from surplus property agreement obligations for approximately 184.70 acres of airport land consisting of two parcels at March Inland Port, Riverside, California. The property was originally conveyed to MJPA for airport purposes by the United States Air Force as a result of the realignment of the former March Air Force Base. The parcels are located northwest of the airport and separated from the airfield by Interstate 215. Consequently, the land is not contiguous or easily accessible to the airfield and cannot be used for aeronautical purposes. The request for release represents one of the steps contained within the corrective action plan that MJPA has undertaken to reestablish compliance with its Federal obligations. The plan includes an agreement stipulating that the land will be disposed of at its fair market value and the proceeds will only be used for airport purposes. Accordingly, the proceeds from the sale of the parcels have been committed to the purchase of noise mitigation land, for encroachment protection, and for airport improvement and development. The sale of one parcel will provide revenue for airport improvements. Redevelopment of this parcel for non-aeronautical purposes

will comply with local zoning and compatible land-use requirements. The other parcel was already sold to acquire noise compatibility land. The acquired land will remain undeveloped, but will still provide March Inland Port with revenue, which will be derived from the sale of multi-species habitat mitigation credits. The release will provide tangible benefits to the airport and serve the interest of civil aviation.

Issued in Hawthorne, California, on July 28, 2005.

George Aiken,

*Manager, Safety and Standards Branch,
Airports Division, Western-Pacific Region.*

[FR Doc. 05-16970 Filed 8-25-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice for Fresno Yosemite International Airport, Fresno, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Fresno for Fresno Yosemite International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) 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 July 6, 2005.

FOR FURTHER INFORMATION CONTACT: Camille Garibaldi, Environmental Protection Specialist, Federal Aviation Administration, Western Pacific Region, San Francisco Airports District Office, 831 Mitten Road, Suite 210, Burlingame, California 94010, Telephone: (650) 876-2778, extension 613.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Fresno Yosemite International Airport and supplemental information dated April 20, 2005, are in compliance with applicable requirements of part 150, effective July 6, 2005. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible 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 the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by City of Fresno, California. The documentation that constitutes the "Noise Exposure Maps" as defined in section 150.7 of part 150 includes: Figure 27 "2004 Existing Conditions CNEL Contour," and Figure 28 "2009 Five-Year Forecast Conditions CNEL Contours." The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as residential, open space, commercial/office, community facilities, libraries, churches, open space, infrastructure, vacant and warehouse and those areas within the Community Noise Equivalent Level (CNEL) 65, 70 and 75 noise contours. Estimates for the number of people within these contours for the year 2004 are shown in Table 35. Estimates of the future residential population within the 2009 noise contours are shown in Table 36. Figure 11 displays the location of noise monitoring sites. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Figures 32, 33, 34, 35, 36 and 37. The type and frequency of aircraft operations (including nighttime operations) for the year 2004 are found in Tables 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19. The type and frequency of aircraft operations (including nighttime operations) for the year 2009 are found in Tables 20, 21, 22, 23, 24, 25, 26, 27, 28, and 29. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on July 6, 2005.

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 47503 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 47506 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 that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 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.

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

Federal Aviation Administration,
Community and Environmental Needs
Division, APP-600, 800 Independence
Avenue, SW., Washington, DC 20591.

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

Federal Aviation Administration,
Western-Pacific Region, San Francisco
Airports District Office, 831 Mitten
Roads, Burlingame, California 94010.

Kevin Meikle, Airport Development
Manager, City of Fresno Airports,
4995 East Clinton Way, Fresno,
California 93727-1525.

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