

registration cards for completion and return by purchasers of child restraints, and keep names and addresses of child restraint system owners. These actions are necessary to facilitate contacting the owners in the event of a safety recall campaign.

Need for the Information and Proposed Use: NHTSA requires labeling information to ensure that child seat owners have important safety information. The information currently provided on or with the restraint includes instructions on correct use of the restraint, and recommendations as to which children are suitable for the restraint. Without this information, the effectiveness of child restraints could be greatly diminished.

The child restraint registration information enables manufacturers to directly contact child restraint owners to notify them of safety recalls. This better ensures that owners will hear about a recall and will remedy the safety problem with their restraints.

Annual Estimated Burden: The total estimated annual burden is 153,000 hours.

3. Title: Production System for Mandatory Installation of Air Bags In All Passenger Cars and Light Trucks.

Type of Request: Reinstatement, without change, of a previously approved collection for which approval has expired.

OMB Control Number: 2127-0535.

Form Number: N/A.

Affected Public: NHTSA anticipates that no more than 23 vehicle manufacturers will be affected by the reporting requirements. NHTSA does not believe any of these 23 manufacturers is a small business (i.e., one that employs less than 500 persons) since each manufacturer employs more than 500 persons. Manufacturers of passenger cars must file one report. Similarly, manufacturers of light trucks, small buses, and multipurpose passenger vehicles must file one report.

Abstract: NHTSA must ensure that motor vehicle manufacturers comply with a new provision in the 1991 Intermodal Surface Transportation Efficiency Act requiring that 95 percent of all new passenger cars manufactured on or after September 1, 1996 but before September 1, 1997 shall be equipped with inflatable restraints accompanied by lap/shoulder safety belts for both front outboard seating positions, and 100 percent thereafter. Similarly, 80 percent of all new light trucks, small buses, and multipurpose passenger vehicles manufactured on or after September 1, 1997 but before September 1, 1998 shall be so equipped, and 100 percent thereafter.

Need for the information and proposed use: In order to ensure manufacturers are complying with the 1991 statute, NHTSA needs reports from manufacturers of new passenger cars and new light trucks, small buses, and multipurpose passenger vehicles. For each report, the manufacturer will provide (in addition to administrative necessities such as identity, address) numerical information from which NHTSA will be able to determine whether a manufacturer complies with the percentage phase-in requirements. The required numerical information will include the total number of each vehicle type manufactured during the production year that are equipped with air bags, and the total number of each vehicle type produced.

Annual Estimated Burden: The total estimated annual burden is 828 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT Desk Officer.

Comments are Invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on November 14, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

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Federal Aviation Administration

Approval of Noise Compatibility Program, Chattanooga Metropolitan (Lovell Field) Airport, Chattanooga, TN

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Chattanooga Metropolitan (Lovell Field) 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. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On March 27, 1996, the FAA determined that the noise exposure maps submitted by the Chattanooga Metropolitan Airport Authority under Part 150 were in compliance with applicable requirements. On September 23, 1996, the Administrator approved the Chattanooga Metropolitan (Lovell Field) Airport noise compatibility program. All of the recommendations of the program were approved in full or in part.

EFFECTIVE DATE: The effective date of the FAA's approval of the Chattanooga Metropolitan (Lovell Field) Airport noise compatibility program is September 23, 1996.

FOR FURTHER INFORMATION CONTACT: Jerry O. Bowers, Federal Aviation Administration, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301; Telephone 901-544-3495.

Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTAL INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Chattanooga Metropolitan (Lovell Field) Airport, effective September 23, 1996.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Memphis, Tennessee.

The Chattanooga Metropolitan (Lovell Field) Airport Authority submitted to the FAA on February 13, 1996, the noise exposure maps, descriptions, and other documentation produced during the FAR Part 150 supplemental noise compatibility planning study conducted from November 1992 through October 1995. The Chattanooga Metropolitan (Lovell Field) Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on March 27, 1996. Notice of this determination was published in the Federal Register on April 8, 1996.

The Chattanooga Metropolitan (Lovell Field) Airport FAR Part 150 Study

contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion beyond the year 1997. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on March 27, 1996, and was required by provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such a program.

The submitted program contained 15 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Administrator effective September 23, 1996.

Approval for Part 150 was granted, in total or in part, for all of the proposed measures. Land Use measures include soundproofing, land acquisition voluntary within the DNL 65, voluntary acquisition immediately outside the DNL 65 if partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results and construction of a sound barrier in which a significant number of homeowners opt to remain in the area of land acquisition in the Pine Grove Estates-Portview Hills subdivision.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on September 23, 1996. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Chattanooga Metropolitan Airport Authority.

Issued in Memphis, Tennessee, November 13, 1996.

LaVerne F. Reid,

Manager, Memphis Airports District Office.

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BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: City of Issaquah, King County, Washington

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the Southeast Issaquah Bypass project in the City of Issaquah, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Gene K. Fong, Division Administrator, Federal Highway Administration, Evergreen Plaza Building, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, telephone (360) 753-9413; Jerry W. Alb, Director, Environmental Services, Washington State Department of Transportation, 310 Maple Park East, PO Box 47331, Olympia, Washington 98504-7331, telephone (360) 705-7480; or Ann DeFee, Project Manager, Department of Public Works, City of Issaquah, PO Box 1307, Issaquah, Washington 98027, telephone (206) 557-2571.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT) and the City of Issaquah will prepare an environmental impact statement (EIS) for a new bypass arterial approximately 2.4 km (1.5 mile) long, intending to connect I-90 in the vicinity of the Sunset Interchange, with Issaquah-Hobart Road. The Southeast Issaquah Bypass would be located along an alignment which will be selected as part of the EIS process. It is anticipated the alignment will likely be similar to one of several alternative alignments defined in previous feasibility studies completed for the project.

The bypass arterial is planned to be a two-way road that would provide through-lanes and turn-lane channelization at main intersections. The road may be urban or rural in section, or a combination thereof, with features such as bicycle lanes, curb, gutter, sidewalk, stormwater management, water quality treatment, retaining walls, bridges, landscaping, highway signs, lighting, and signalization as determined appropriate during the EIS and design studies.

Alternatives under consideration include: a No-Action Alternative and at least two roadway alignment alternatives (generally within, but not restricted to, a previously identified corridor). The corridor broadens in width at the south end and may include more than two locations and geometric