

SUPPLEMENTARY INFORMATION:

Comments Invited

A copy of the subject AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters must identify the title of the AC and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the final AC.

Discussion

The FAA proposes to revise AC 91-56, "Supplemental Structural Inspection Program for Large Transport Category Airplanes," to add an appendix which provides guidance as to an acceptable means of accomplishing a structural evaluation for widespread fatigue damage. It revises the original AC to incorporate editorial changes and to reserve sections for the Aging Aircraft Modification Program, Corrosion Prevention and Control Program, and Repair Evaluation Program. The proposed changes would expand the scope of AC 91-56 to cover all programs necessary for the continued structural integrity of aging aircraft; therefore, the subject of the AC would be changed to "Continuing Structural Integrity Program for Large Transport Airplanes."

The following is a summary of the contents of the appendix on widespread fatigue damage.

General

The likelihood of fatigue damage in an airplane's structure increases with the number of damaging repeated load cycles the airplane experiences. The manufacturer designs the airplane to keep the probability of cracking to a minimum up to the design service goal. It is expected that any cracking that occurs during this period will occur in isolation, originating from a single source, such as a random manufacturing flaw, but uniformly loaded structure may develop cracks in adjacent fasteners or in adjacent similar structural details. This cracking, known as Widespread Fatigue Damage (WFD) may interact to reduce the damage tolerance of the structure. Methods used to date to develop structural inspection programs have generally considered only localized interactions between fatigue cracks. Since a few cracks of a size that may not be reliably detected can cause an unacceptable reduction in the structural strength of the aircraft, the

manufacturers should conduct an evaluation to determine when this damage may occur and provide instructions for the verification and removal of WFD in airplane structure.

Structural Evaluation for Widespread Fatigue Damage

The evaluation has three objectives: (1) Identify primary structure susceptible to WFD, (2) Predict when it is likely to occur, (3) Establish additional maintenance actions, as necessary, to ensure the continued safe operation of the airplane. Structure that is susceptible to WFD typically has characteristics of similar details operating at similar stresses where structural capability could be affected by interaction of similar cracking. The proposed AC provides examples of generic types of susceptible structure. The evaluation for the onset of WFD should include a complete review of service history of the susceptible areas, relevant full-scale and component fatigue test data, teardown inspections, and any fractographic analysis available. For all areas that are identified as susceptible to WFD, the current maintenance program should be evaluated to determine if adequate structural maintenance and inspection programs exist to safeguard the structure against cracking and other structural degradation. The initial evaluation validity of the complete airframe should cover a significant forward projection of the airplane usage beyond the design service goal, typically an assessment through at least an additional twenty-five percent of the design service goal would provide a realistic forecast.

Documentation

The manufacturer may revise the Supplemental Structural Inspection Program or issue other service information for the inspections and procedures and or modification of parts or components necessary to preclude WFD.

Responsibility

It is expected that the evaluation will be conducted in a cooperative effort between the operators and the manufacturers with participation by airworthiness authorities.

Issued in Renton, Washington, on July 15, 1997.

Neil D. Schalekamp,

*Acting Manager, Transport Standards Staff,
Transport Airplane Directorate, ANM-110.*
[FR Doc. 97-19233 Filed 7-21-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity to Participate, Criteria Requirements and Change of Application Procedure for Participation in the Fiscal Year 1997 Military Airport Program (MAP)

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of criteria for application and designation, redesignation, or continued participation, in the Fiscal Year 1997 Military Airport Program (MAP).

SUMMARY: This notice announces the criteria, application procedures and schedule to be applied by the Secretary of Transportation in designating, redesignating, and funding capital development for up to 12 airports in the 1997 MAP.

The 1997 MAP allows the Secretary to consider current or former military airports: (1) that were realigned or closed under Base Realignment and Closure (BRAC) procedures or 10 USC 2687 (property normally reported to the General Services Administration for disposal); or (2) at which grants would reduce delays at airports that have 20,000 hours of annual delay in passenger aircraft takeoffs and landings; or (3) which will enhance airport and air traffic control system capacity in a metropolitan area.

DATES: Airport sponsors should address written applications for designation, redesignation, or continued participation, in the fiscal year 1997 MAP to the FAA regional Airports Division or Airports District Office that serves the airport. Applications must be received by that office of the FAA within 20 days after the date this notice is published in the **Federal Register**.

ADDRESSES: Send an original and two copies of Standard Form 424, "Application for Federal Assistance," and supporting and justifying documentation, specifically requesting to be considered for designation to participate, or continue, in the fiscal year 1997 Military Airport Program, to the Regional FAA Airports Division or Airports District Office that serves the airport.

FOR FURTHER INFORMATION CONTACT: Mr. James V. Mottley or Leonard C. Sandelli, Military Airport Program (APP-4), Office of Airport Planning and Programming, Federal Aviation Administration (FAA), 800 Independence Avenue, SW.,

Washington, DC. 20591, (202) 267-8780, or (202) 267-8785, respectively.

SUPPLEMENTARY INFORMATION:

General Description of the Program: The Military Airport Program is a 4% funding set aside of the discretionary portion of the Airport Improvement Program for projects at current or former military airports to assist in converting them to civil use and to have them contribute to capacity of the national air transportation system and/or reduce congestion at congested airports.

Number of Airports: A maximum of 12 airports can participate in the 1997 MAP. There are eight airports currently designated and the Secretary can designate up to four more.

Amount of MAP funds: The Secretary of Transportation shall allocate at least 4.0% of the Discretionary Airport Improvement Program grant funds available to airports designated under the 1997 MAP. For 1997 this amount is \$18,512,311.

Term of designation: Five years is the maximum period of eligibility for an airport to participate in the MAP unless an airport sponsor applies for and is selected for redesignation.

Reapplication: Section 124 of the 1996 Federal Aviation Reauthorization Act of 1996 permits previously designated airports to apply for an additional five year period if the airport has satisfactory MAP eligible projects and continues to satisfy the designation criteria for the MAP.

Eligible Projects: In addition to other eligible AIP projects, terminals, fuel farms, utility systems and parking lots and hangars are eligible to be funded from the MAP.

New Designation Considerations: In making designations of new candidate airports, the Secretary of Transportation will consider the following general requirements:

1. The airport is a Base Realignment and Closure Commission (BRAC) or 10 USC 2687 closure or realignment, classified as a commercial service or reliever airport in the National Plan of Integrated Airport Systems (NPIAS); or
2. The airport and grants issued for projects at the airport would reduce delays at an airport with more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings. Airports with 20,000 or more hours of delay and their associated metropolitan areas are identified in the FAA's Aviation Capacity Enhancement Plan. DOT/FAA, Office of System Capacity, 1996 Aviation Capacity Enhancement Plan, Report No. DOT/FAA/ASC-96 1.; or

3. The airport would enhance airport and air traffic control system capacity in a metropolitan area or reduce current or projected flight delays.

The application will be evaluated on how the proposed airport and associated projects would make these contributions to conversion and congestion relief and/or how the airport would enhance air traffic or airport system capacity.

Project Evaluation: The FAA will evaluate the need for the projects in the candidate airport's five year Capital Improvement Plan (CIP), whether these projects are related to conversion or capacity of that airport or the airport and/or air traffic system. It is the intent of the Secretary of Transportation to fund those airports that have the greatest conversion needs and/or where the benefits to the capacity of the air traffic control or airport system can be maximized, or the contribution to reducing congestion can be maximized. Generally, the recently approved BRAC or Title 10 Section 2678 closing or realigned bases or active bases with new joint use agreements will be the locations with the greatest conversion needs.

1. The FAA will evaluate the candidate airports and/or the airports such candidates would relieve, based on the following factors:

- Compatibility of airport roles;
- The capability of the candidate airport and its airside and landside complex to serve aircraft that otherwise must use the relieved airport;
- Landside surface access;
- Airport operational capability, including peak hour and annual throughput capacities of the candidate airport;
- Potential of other metropolitan area airports to relieve the congested airport;
- Ability to satisfy or meet air cargo demand within the metropolitan area;
- Forecasted aircraft and passenger levels, type of air carrier service anticipated, i.e., scheduled and/or charter air carrier service;
- Type of aircraft projected to serve the airport and level of operation at the relieved airport and the candidate airport;
- The potential for the candidate airport to be served by aircraft or users, including the airlines, serving the congested airport;
- Ability to replace an existing commercial service or reliever airport serving the area; and
- Any other documentation to support the FAA designation of the new airport.

2. The FAA will evaluate the conversion and capacity related needs

which, if funded would make the airport a more viable civil airport.

This procedure conforms with FAA procedures for administering the Airport Improvement Program (AIP), the requirements of 49 U.S.C. 47118, as amended by Section 116 of Public Law 103-305 (August 23, 1994), the Federal Aviation Reauthorization Act of 1996, and certain recommendations made by the General Accounting Office (GAO) in its Report B-256001 (1994), entitled "The Military Airport Program Has Not Achieved Intended Impact."

Application Procedures

Airport sponsors applying for consideration for inclusion ("New Airports" or "Redesignation") or continuation in the MAP ("Current Airports Applying for Continuation") must complete a Standard Form 424, "Application for Federal Assistance," and submit documentation to the appropriate FAA office as outlined below. Each sponsor must specifically state in the Standard Form 424, or in its transmittal, that the airport is: (1) applying in response to this notice for consideration as a candidate for the MAP; (2) if designated in 1993 or thereafter, that the airport is applying as a continuing participant in the MAP; or (3) applying for resignation. The additional information and data required to support the MAP criteria must be attached to the Application.

Application Procedures and Required Documentation

New Candidate Airports

A. Qualifications for additional candidates: (1) Submit an Application for Federal Assistance, Standard Form 424, along with the documentation and justification indicated below to request designation by the Secretary of Transportation to participate in the Military Airport Program. This should identify the airport as either a current or former military airport and identify whether it was closed or realigned under Public Law 100-526, Public Law 101-510 (Installations approved for closure by the Defense Base Realignment and Closure Commissions), 10 U.S.C. 2687 (bases closed by DOD and reported to the General Services Administration) or a joint use of an active military airfield.

(2) Documentation that the airport meets the definition of a "public airport" as defined in 49 U.S.C. Section 47102 (16).

(3) Documentation that the required environmental review process for civil or joint-use of the military airfield has been completed. (This is not the

environmental review for the projects under this program, but the environmental review necessary for title transfer, a long term lease, or a joint use agreement). The environmental reviews and approvals must indicate that the airport would be able to receive grants during the five years in the program.

(4) In the case of a former military airport, documentation that the local or State airport sponsor holds or will hold satisfactory title, or a long term lease for 20 years or more, to the property on which the civil airport is being located. In the case of a current military airport, documentation that the airport sponsor has an existing joint-use agreement with the military department having jurisdiction over the airport. This is necessary so the FAA can legally issue grants to the sponsor.

(5) Documentation that the service level the airport is expected to provide is a "commercial-service airport" or a "reliever airport" as defined in 49 U.S.C. 47102 (7) and 47102 (18), respectively, and is included in the current National Plan of Integrated Airport Systems.

(6) Documentation that the airport has an eligible airport "sponsor" as defined in 49 U.S.C. 47102 (19).

(7) Documentation that the airport has an approved airport layout plan (ALP) and a five year capital improvement plan indicating all eligible grant projects either to be funded from the MAP or other portions of the Airport Improvement Program. The five year plan must also specifically identify the capacity and conversion related projects, associated costs and projected five year schedule of project construction, including those requested for consideration for 1997 MAP funding.

(8) Information identifying the existing and potential levels of visual or instrument operations and aeronautical activity at the current or former military airport and the relieved airport. Also, if applicable, information on how the airport contributes to air traffic system or airport system capacity. If served by commercial air carriers, the revenue passenger and cargo levels should be provided.

(9) A description of the projected civil role and development needs for transitioning from use as a military airfield to a civil airport, as appropriate, and how development projects would serve to convert the airport to civil use and/or reduce delays at an airport with more than 20,000 hours of annual delay in commercial passenger aircraft takeoffs and landings and/or how the projects would contribute to the airport and air traffic control system capacity in

a metropolitan area or reduce current or projected flight delays.

(10) A description of the existing airspace capacity. Describe how anticipated new operations would affect the surrounding airspace and air traffic flow patterns in the metropolitan area in or near which a current or former military airport is located. Include a discussion of the level to which operations at this airport create airspace conflicts that may cause congestion or whether air traffic works into the flow of other air traffic in the area.

(11) A description of the five year capital improvement plan (CIP), including a discussion of major projects, their priorities, projected schedule for project accomplishment, and estimated costs. Capacity related, and/or conversion related projects should be specifically identified, especially those that the airport sponsor proposes to fund under the MAP. A copy of the CIP should also be submitted.

(12) A description of projects that are consistent with the role of the airport and effectively contribute to converting the airfield to a civil airport. Projects can be related to various improvement categories depending on the need to convert from military to civil airport use, to meet required civil airport standards, and/or required to provide capacity to the airport and/or airport system. The projects selected, i.e., conversion-related, and capacity-related, must be identified and fully explained based on the airport's planned use. The sponsor needs to submit the airport layout plan (ALP) and other maps or charts that clearly identify and help clarify the eligible projects and designate them as conversion-related, or capacity-related. It should be cross referenced with the project costs and project descriptions. Projects that could be eligible under MAP if needed for conversion-related or capacity-related purposes include:

Airside:

- Modification of airport or military airfield or airport pavements (including widths), marking, lighting, pavement strengthening, and imaginary surface standards to meet civil standards.

- Facilities or support facilities such as passenger terminal gates, aprons for passenger terminals, taxiways to new terminal facilities, aircraft parking, and cargo facilities to accommodate civil use.

- Modification of airport or military utilities (electrical distribution systems, communications lines, water, sewer, drainage) to meet civil standards. Also, modifications that allow civil airport utilities to operate independently if other portions of the base are severed

from the airport. (This is important where portions of the base are being transferred to an entity different from the airport sponsor.)

- Purchase, rehabilitation, or modification of airport and support facilities, including aircraft rescue and fire fighting buildings and equipment, airport security requirements, lighting vaults, and reconfiguration or relocation of buildings for more efficient civil airport operations, snow removal equipment.

- Modification of airport or military airfield fuel systems and fuel farms to accommodate civil aviation activities.

- Acquisition of additional land for runway protection zones, other approach protection, or airport development.

Landside

- Construction of surface parking areas and access roads to accommodate automobiles in the airport terminal area and provide an adequate level of access to the airport.

- Construction or relocation of access roads to provide efficient and convenient movement of vehicular traffic to, on and from the airport, including access to passenger, air cargo, fixed base operations, and aircraft maintenance areas.

- Modification or construction of facilities such as passenger terminals, surface automobile parking, hangars, and access to cargo facilities to accommodate civil use.

(13) An evaluation of the ability of surface transportation facilities (road, rail, high speed rail, maritime) to provide intermodal connections.

(14) A description of the type and level of aviation and community interest in the civil use of a current or former military airport.

(15) One copy of the FAA approved ALP for each copy of the application. The ALP or supporting information should clearly show capacity and conversion related projects. Also, other information such as project costs, schedule, project justification, other maps and drawings showing the project locations, and any other supporting documentation that would make the application easier to understand should be included.

Current Airports Applying for Continuation

B. Airports with less than 5 years in the MAP need to submit the following in order to respond to this notice and remain in the program.

(1) An Application for Federal Assistance, Standard Form 424, along with the documentation and

justification indicated below to request participation in the Military Airport Program. Identify the airport as one with less than five years in the MAP applying for continuation.

(2) Identify the existing and potential levels of visual or instrument operations and aeronautical activity at the current or former military airport and the relieved airport.

(3) Provide a detailed discussion of the projected civil role and continuing development needs for converting a military airfield to a civil airport, and/or how development projects would reduce delays at an airport with more than 20,000 hours of annual delay in commercial passenger aircraft takeoffs and landings, if applicable.

(4) Describe the five year CIP, including a discussion of major projects, their priorities, projected schedule for project accomplishment, and estimated costs, annotated and identified as capacity related, and/or conversion related purposes.

(5) Submit one copy of the FAA approved ALP for each copy of the application. The ALP should clearly show the CIP projects. Also include any other information or drawings that would show and/or clarify the five year plan identifying capacity, and conversion related projects, associated costs, schedule, and project justification.

Airports that have already submitted this information for the 1996 Military Airport Program and have been continued only need to submit updated information and changes in order to continue receiving grants under this program.

Redesignation of Airports Previously Designated and Applying for Another Five Year Term in the Program

C. Airports applying for another five years in the Military Airport Program need to submit the information required by new candidate airports applying for a new designation.

This notice is issued pursuant to section 49 U.S.C. 47118.

Issued at Washington, DC, on July 12, 1997.

Paul L. Galis,

Director, Office of Airport Planning and Programming.

[FR Doc. 97-19234 Filed 7-21-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. 97-2703]

Notice of Request for Extension of Currently Approved Information Collection; Bid Price Data

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to renew the information collection that documents the requirements of the Bid Price Data as described in 23 U.S.C. 115 and 315.

DATES: Comments must be submitted on or before September 22, 1997.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. and 5:00 p.m., e.t., Monday through Friday except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) the necessity and utility of the information collection for comments must include a self-addressed, stamped postcard/envelope.

Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) the necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB renewal of this information collection.

FOR FURTHER INFORMATION CONTACT: Ms. Claretta Duren, Office of Engineering, Federal Highway Administration, U.S. Department of Transportation, 400

Seventh Street, Washington, D.C. 20590. (202) 418-8567 or (202) 366-4636. Office hours are from 7:30 a.m. to 4:00 p.m., e.t., Monday thru Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Bid Price Data.

OMB Number: 2125-0010.

Background: The form FHWA-45, "Bid Price Data," is needed to monitor changes in purchasing power of the Federal-Aid construction dollar. FHWA has found it necessary to follow these trends so that changes in highway construction prices can be measured and funding level recommendations to Congress can be justified. Form FHWA-45 is prepared for Federal-Aid highway construction contracts greater than \$0.5 million in the 50 States plus Washington, DC, and Puerto Rico. Data reported in the form FHWA-45 are six major items of highway construction, together with the total materials and labor costs of the project, taken from the bid tabulation of construction items submitted by the lowest or winning bidder to the State highway agency. The highway agencies furnish copies of the bid tabulation to the FHWA Division offices.

Respondents: State highway agencies.
Average Burden Per Response: 0.75 hours.

Estimated Total Annual Burden: 484 hours.

Frequency: The data is collected by the respondents and submitted to FHWA within two weeks after the project has been awarded.

Authority: 23 U.S.C. 115 and 315; 23 CFR 1.26.

Issued: June 19, 1997.

George Moore,

Associate Administrator for Administration.

[FR Doc. 97-19152 Filed 7-21-97; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. 97-2587]

Notice of Request for Clearance of a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to