

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 August 26, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation

[FR Doc. 97-23196 Filed 8-29-97; 8:45 am]

BILLING CODE 4910-62-U

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. FHWA-97-2313]

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Correction.

SUMMARY: In notice document DOT Docket No. FHWA-97-2313, formerly FHWA Docket Number MC-97-6, OMB Control Number 2125-0543, beginning on page 40564 in the issue of Tuesday, July 29, 1997, make the following corrections.

On page 40564, in the third column, **FOR FURTHER INFORMATION CONTACT:** Mr. David R. Miller, Office of Motor Carrier Research and Standards, (202) 366-4009, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays. This should be changed to read **FOR FURTHER INFORMATION CONTACT:** For information about the submission to OMB, Form OMB 83-1, including supporting statements, for Controlled Substances and Alcohol Use and Testing; Docket No. FHWA-97-2313, formerly FHWA Docket Number MC-97-6: contact the US DOT Dockets, Room PL 401, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, 1-800-647-5527. For Technical issues in the submission: Mr. David R. Miller, Office of Motor Carrier Research and Standards, (202) 366-4009, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

On page 40565, in the first column, the Estimated Total Annual Burden: 2,309,703 hours. This should be

changed to read the Estimated Total Annual Burden: 57,479,400 hours.

Issued in Washington, DC, on August 25, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation

[FR Doc. 97-23198 Filed 8-29-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Aviation Proceedings, Agreements Filed During the Week of August 22, 1997

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-97-2824

Date Filed: August 18, 1997

Parties: Members of the International

Air Transport Association

Subject:

COMP PTC/CTC Telex Mail Vote 887

Yemen Currency—Passenger/Cargo

r1—010y r2—010jj

Telex TW83—Correction

Intended effective date: September 1, 1997.

Docket Number: OST-97-2826

Date Filed: August 20, 1997

Parties: Members of the International

Air Transport Association

Subject:

CBPP/Reso/001 dated July 29, 1997 r-1-r8

Finally Adopted Resolutions/

Recommended Practices

Minutes—CBPP/Minutes/001 dated

June 5, 1997 (summary attached.)

Intended effective date: October 1, 1997.

Paulette V. Twine,

Chief, Documentary Services.

[FR Doc. 97-23194 Filed 8-29-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program; Laughlin/Bullhead International Airport, Bullhead City, AZ

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the Mohave County Airport Authority, Inc., under

the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 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 July 9, 1996, the FAA determined that the noise exposure maps submitted by the Mohave County Airport Authority, under Part 150, were in compliance with applicable requirements. On July 25, 1997, the Associate Administrator for Airports approved the Laughlin/Bullhead International Airport Noise Compatibility Program. There are 19 specific elements of the program. Eleven elements were approved outright, five elements were approved as voluntary measures. One element, the ATIS system, was approved in part as a voluntary measure and disapproved in part for installing the equipment as the sole purpose for carrying a noise abatement message. One element, the relocation of the maintenance operation to the east side of the airport, was disapproved pending submission of additional information to make an informed analysis regarding the noise benefit of the enclosure for the targeted residential areas. Additionally, one element, the preferential north flow of aircraft traffic, was disapproved because of air traffic control operational problems.

EFFECTIVE DATE: The effective date of the FAA's approval for the Laughlin/Bullhead International Airport noise compatibility program is July 25, 1997.

FOR FURTHER INFORMATION CONTACT: Charles Lieber, Airport Planner, 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 location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for the Laughlin/Bullhead International Airport, effective July 25, 1997.

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 and is 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 the FAR Part 150 program recommendations are measured according to the standards expressed in Part 150 of 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 the 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. Nor does approval, by itself, constitute a 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 Division office in Hawthorne, California.

On May 30, 1996, the Mohave County Airport Authority, Inc. submitted to the FAA the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from August 1995 through July 1996. The Laughlin/Bullhead International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on July 9, 1996. Notice of this determination was published in the **Federal Register** on July 22, 1996.

The Laughlin/Bullhead International Airport 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 to the year 2001. 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 January 28, 1997 and was required by a 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 to be an approval of such program.

The submitted program contained 19 proposed action elements 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 Associate Administrator for Airports effective on July 25, 1997.

Of the 19 elements, 11 elements were approved outright. These 11 elements consisted of: Establishment of an Airport Influence Area (AIA); General Plan policy to preserve existing compatible land use designations within the AIA; Rezoning several parcels of land within the AIA for commercial or industrial use; Adopt airport land use compatibility guidelines for reviewing development projects within the AIA; Update the Airport Noise and Height Overlay Zoning to reflect the updated noise contours and proposed establishment of the AIA; Amend the Airport Noise and Height Overlay Zoning to reflect dedication of aviation easements for any noise-sensitive use permitted within noise overlay zones

above 60 DNL and require recording of fair disclosure agreements and convenience for new noise-sensitive developments anywhere within the AIA; Adopt sound insulation construction standards to supplement building codes; Continue the recording and responding to noise complaints; Airport Authority planning staff to continue open communications with local planning officials to follow their progress in implementing the Land Use Management elements and the Noise Abatement elements of the Noise Compatibility Program; Airport Authority should continue to review and update the Noise Exposure Maps and the Noise Compatibility Program every five to eight years; Airport management, along with the airport authority, should develop a pilot's guide. The following five elements were approved as voluntary measures: Direct eastbound departures from Runway 34 to turn right after crossing Highway 68 or after reaching 2,200 feet MSL; Encourage turbojet aircraft to use the Great American Airways visual approach procedure to Runway 16; Direct westbound propeller aircraft departing Runway 16 to avoid housing to the southwest and complete right turn north of the west bend in the river; Adopt engine maintenance run-up policies; Raise Runway 16 glide slope after runway is lengthened. One element, the ATIS system, was approved in part as voluntary measure and disapproved in part for installing the equipment as the sole purpose for carrying a noise abatement message. One element, the relocation of the maintenance operation to the east side of the airport, was disapproved pending submission of additional information to make an informed analysis regarding the noise benefit of the enclosure for the targeted residential areas. Additionally, one element, the preferential north flow of aircraft traffic was disapproved because of air traffic control operational problems.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on July 25, 1997. 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 Mohave County Airport Authority, Inc.

Issued in Hawthorne, California on August 19, 1997.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 97-23200 Filed 8-29-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for Scottsdale Airport, Scottsdale, Arizona

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Scottsdale Airport under the provisions of Title I of the Aviation Safety and Noises Abatement Act of 1979 (Pub. L. 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150 by the city of Scottsdale Arizona. This program was submitted subsequent to a determination by the FAA that the associated noise exposure maps submitted under 14 CFR part 150 for Scottsdale Airport were in compliance with applicable requirements effective June 5, 1996. The proposed noise compatibility program will be approved or disapproved on or before February 16, 1998.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is August 20, 1997. The public comment period ends on October 20, 1997.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, AICP, Environmental Protection Specialist, AWP-611.2, Planning Section, Western-Pacific Region, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, Telephone 310/725-3615 Street Address: 15000 Aviation Boulevard, Hawthorne, California 90261. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed rule compatibility program for Scottsdale Airport which will be approved or disapproved on or before February 16, 1998. This notice also announces the availability of this program for public review and comment.

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 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 formally received the noise compatibility program for Scottsdale Airport, effective on August 20, 1997. It was requested that the FAA review this material 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. 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 February 16, 1998.

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,
National Headquarters, 800
Independence Avenue SW., Room
617, Washington, DC 20591
Federal Aviation Administration,
Western-Pacific Region Office, 15000
Aviation Boulevard, Room 3012,
Hawthorne, California 90261
Mr. John S. Kinney, Airport Director,
Scottsdale Airport, 15000 North
Airport Drive, Scottsdale, Arizona
85260

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

Issued in Hawthorne, California on August 20, 1997.

Herman C. Bliss,

*Manager, Airports Division, Western-Pacific
Region, AWP-600.*

[FR Doc. 97-23201 Filed 8-29-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Noise Certification Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss noise certification issues.

DATES: The meeting will be held on September 18 at 10 a.m.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, 1400 K Street NW, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ms. Angela O. Anderson, (202) 267-9681, Office of Rulemaking (ARM-200), 800 Independence Avenue, SW, Washington, DC 20591.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee (ARAC) to discuss noise certification issues. This meeting will be held September 18, 1997, at 10 a.m., at the General Aviation Manufacturers Association. The agenda for this meeting will include progress reports from the FAR/JAR Harmonization Working Group for Propeller-Driven Small Airplanes and the FAR/JAR Harmonization Working Group for Subsonic Transport Airplanes. It will also include the presentation of a concept paper from the FAR/JAR Harmonization Working Group for Helicopters.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may