

following collection of information was published in 61 FR 59483-59484, November 22, 1996.

DATES: Comments must be submitted on or before December 1, 1997.

FOR FURTHER INFORMATION CONTACT: Aretha L. Carr, Office of Civil Rights, Program Operations Division, (202) 366-1585, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Room 4132, Washington, DC 20590. Office hours are from 6:30 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Federal Highway Administration (FHWA)

Title: Federal-aid Highway Construction Equal Employment Opportunity.

OMB Number: 2125-0019.

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

Affected Public: Federal-aid Prime Contractors and State Highway Administration (SHA) in the 50 States, the District of Columbia, and Puerto Rico.

Abstract: Public comment is requested regarding the burden associated with collection of Federal-Aid project workforce statistics. This data is collected under authority of 23 U.S.C. 140, which places the responsibility on the Secretary of Transportation for ensuring nondiscrimination and equal opportunity employment in all States benefiting from the use of Federal funds. 23 CFR 121 provides the FHWA with the authority to request employment reports in conjunction with monitoring and administering the Federal-Aid Highway Program. Data collected from contractors and State Departments of Transportation is extracted and analyzed by FHWA to determine overall percentages of minorities and females, based upon the total project workforce in each State. By comparing yearly reports, FHWA is able to: (1) Monitor the progress; (2) Evaluate employment trends; and (3) Ensure commitment to the provisions of Title VI of the Civil Rights Act of 1964 and the PR-1273 (Federal-aid contract) agreement between FHWA and prime contractors awarded Federal-aid projects.

Estimated Annual burden Hours: 6,580 hours.

Number of Respondents: 52.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FHWA 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 October 27, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-28955 Filed 10-30-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program; Ft. Lauderdale Executive Airport, Ft. Lauderdale, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Ft. Lauderdale 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 March 28, 1997, the FAA determined that the noise exposure maps submitted by the City of Ft. Lauderdale under Part 150 were in compliance with applicable requirements. On September 23, 1997, the Administrator approved the Ft. Lauderdale Executive Airport noise compatibility program. Most of the program measures were fully approved. One (1) measure was partially approved and one (1) measure was disapproved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Ft. Lauderdale

Executive Airport noise compatibility program is September 23, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltime National Drive, Suite 400, Orlando, FL 32822, (407) 812-6331, Extension 29. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Ft. Lauderdale Executive Airport, effective September 23, 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, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measure 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 users, 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 Orlando, FL.

The City of Ft. Lauderdale submitted to the FAA on March 5, 1997, updated noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from January 3, 1994 through March 5, 1997. The Ft. Lauderdale Executive Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on March 28, 1997. Notice of this determination was published in the **Federal Register**.

The Ft. Lauderdale Executive 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 2002. It was requested that 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 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 twenty-three (23) 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, 1997.

Out right approval was granted for twenty-one (21) of the twenty-three (23) specific program measures. One (1) measure was disapproved and one (1) measure was partially approved. The approval action was for the following program controls:

Noise abatement measure	Description	NCP pages
Operational Measures		
3.2.1	Revised Measure: Informal Nighttime Preferential Assignment of Runway 26 to All Aircraft. It is recommended that the existing nighttime (10 p.m. through 7 a.m.) preferential use of Runway 26 by turbojet aircraft be extended to be applicable to all aircraft to reduce overflight of the populated areas closest to the airport. This measure results in a reduction of 31 people within the 65 dB L _{dn} noise contour and operates in conjunction with the noise abatement flight path for Runway 26 departures (turn to a heading of 310°) discussed below. FAA Action: Approved as a voluntary measure.	Pgs. 20, 49, 50 and 52; Figures 5.1 and 5.2; and Tables 3.2, 3.5, 5.3, 5.4 and 5.5.
3.2.2	Existing Measure: Voluntary Restriction of Jet Use of Runway 13/31. It is recommended that the existing voluntary restriction of jet use of Runway 13/31 be continued. The elimination of this measure would dramatically increase direct jet overflights of the close-in residential areas under the extended centerlines of runways at the airport, in areas where jet operations currently are rare. Increased jet use would almost certain result in a vigorous community reaction. FAA Action: Approved as a voluntary measure.	Pgs. 20 and 50; Tables 3.2, 3.5, 5.1, 5.2 and 5.3; and Appendix C.
3.2.3	New Measure: Relax Runway 08 Departure Altitude Restriction. Because of air traffic transiting the airspace around Fort Lauderdale Executive Airport (FXE) (largely from Fort Lauderdale-Hollywood International), the FAA currently restricts initial climb altitudes on departure from FXE to 2,000'. This measure recommends eliminating or relaxing this restriction. FAA Action: Disapproved for purposes of Part 150. The Air Traffic Control Tower commented that this procedure is already done to the maximum extent possible. Both FXE and Miami Tower personnel make every effort to climb aircraft to their cruising altitude as soon as traffic conditions permit. To eliminate the restriction, or to further relax it beyond current airport traffic capabilities, would impact air traffic efficiency and is therefore disapproved.	Pgs. 20, 21 and 56; Tables 3.2, 3.5, 5.3 and 5.7; and Figure 5.4.

Noise abatement measure	Description	NCP pages
3.2.4	Revised Measure: Noise Abatement Pattern Procedures. This measure proposes to raise the propeller pattern altitude from 1,000' to 1200', extend the upwind leg for Runway 31 departures out to the turnpike, and extend the approach leg for Runway 13 arrivals out to the turnpike. This measure would result in a reduction of 30 people within the 65 dB L_{dn} noise contour. FAA Action: Approved in part as a pilot request, voluntary measure, with respect to the proposal to extend the upwind leg for Runway 31 departures out to the turnpike. The measure is disapproved in part for the proposals to raise the propeller altitude and extend the approach leg for Runway 13 arrivals out to the turnpike. Raising the propeller altitude would have a severe impact on traffic at FXE and on traffic transiting into the Ft. Lauderdale-Hollywood International Airport, or working with Miami Approach Control overhead Ft. Lauderdale Executive Airport. The Air Traffic Control Tower (ATCT) expressed concern that the Runway 13 arrival change would create at least a 2½ mile longer pattern, more delays and a safety hazard due to the distance from the tower, and limited visibility for the ATCT at that distance.	Pgs. 21, 22 and 54; Tables 3.2, 3.5, 5.2, 5.3 and 5.6; and Figure 5.3.
5.7.3	Existing Measure: Voluntary Use of National Business Aircraft Association and Manufacturers' Procedures. This measure recommends continuation of an existing voluntary measure where pilots are requested to use National Business Aircraft Association (NBAA) recommended noise abatement procedures developed for corporate jet pilots or individual aircraft manufacturer developed aircraft-specific abatement procedures. The program recommends use of the "standard" departure procedure. Airport signs notify pilots. FAA Action: Approved as a voluntary measure.	Pgs. 58 and 114; Tables 3.2, 5.1, 5.2 and 5.3; and Appendix C.
3.2.5	Revised Measure: R/W 26 Departure Heading; Initiate Turns After Crossing NW 31st Avenue. The original Noise Compatibility Program included a turn to a heading of 280° for nighttime turbojet departures off of Runway 26. This procedure was implemented as a turn to 310°. It was extended to apply to fixed wing aircraft departing on this runway 24 hours per day. This measure recommends modifying the existing measure so the noise turn for aircraft departing Runway 26 would be initiated after crossing NW 31st Avenue for VFR guidance. Under instrument conditions, pilots should use the Runway 08 ILS approach middle marker for guidance. This measure reduces the population within the 65 dB L_{dn} noise contour by 631 people. FAA Action: Approved as a voluntary measure.	Pgs. 22, 63 and 65; Tables 3.2, 3.5, 5.3, 5.9 and 5.10; and Figures 5.8 and 5.9.
3.2.6	Existing Measure: Runway 08 Departure Headings. This measure recommends continuation of a noise abatement departure turn to the north, along I-95, for jets departing on Runway 08. The procedure requires all jets with destinations other than eastbound to be assigned a heading of 330°, with turns to be initiated "abeam of I-95". All eastbound departures, regardless of aircraft type, are assigned to a heading of 090°. Propeller-driven aircraft with non-eastbound destinations are assigned a heading of 300°. Emergency flights and medical "life flights" are exempt. The elimination of this procedure would approximately double the population within the 65 dB L_{dn} contour. FAA Action: Approved as a voluntary measure.	Pgs. 22, 58 and 59; Tables 3.2 and 5.8; Figures 5.5, 5.6 and 5.7; and Appendix C.
3.2.7	New Measure: Voluntary Use of Runway 08 "Quit One" Departure Procedure. This measure recommends continuation of the current "Quiet One" departure procedure for nighttime (10 p.m. through 7 a.m.) eastbound jet departures on Runway 08. The procedure applies to visual meteorological conditions only and is initiated at pilot request only. The procedure is published as a climbing left 360° turn to 090° then commence a standard rate turn so as to remain within 5 nautical miles of FXE and north of Runway 8 centerline until on assigned heading. This procedure provides a reduction in single event noise levels over residential areas east of the airport, including approximately 400 people within the 65 dB L_{dn} noise contour. FAA Action: Approved as a voluntary measure.	Pgs. 23 and 67; Tables 3.2, 3.5 and 5.3; and Figures 5.10, 5.11 and 5.12.
3.2.8	New Measure: Voluntary Restriction of Nighttime (10 pm–7 am) Touch-and-Go Operations. This measure includes only a request that pilots and Fixed Base Operators limit all touch-and-go activity, particularly nighttime operations, on a voluntary basis. This measure reduces the number of people from within the 65 dB L_{dn} noise contour. FAA Action: Approved as a voluntary measure.	Pgs. 24 and 76; and Tables 3.2, 3.5 and 5.3.
3.2.9	Existing Measure: Support of Airport Perimeter Development as Noise Barrier. The program recommends continuation of an existing measure calling for the City to promote development of property on the airport perimeter in such a manner that the structures can act as noise barriers for neighboring residences. FAA Action: Approved.	Pgs. 24, 87 and 88; Tables 3.2 and 5.2; Figure 5.18; and Appendix C).

Noise abatement measure	Description	NCP pages
3.2.10	Existing Measure: Aircraft Engine Runup Time and Location Restrictions. This recommends continuation of an existing restriction on the time and location of maintenance runups which is included in the Fort Lauderdale City Code. No maintenance runups are allowed between 7:00 p.m. and 7:00 a.m. and are limited to a location designated by the Air Traffic Control Tower. The designated runup area is at the compass rose as shown on figure 5.19 in the NCP document. The City Code will be revised to depict the location of the compass rose as the only site for maintenance runups unless the City authorizes alternate locations and the Airport Rules and Regulations manual will be revised to reflect the City Code. These existing restrictions have largely eliminated citizen complaints related to engine runup noise. FAA Action: Approved..	Pgs. 25 and 88; Tables 3.2 and 3.5; Figure 5.19; and Appendix C.
Land Use Measures		
3.3.1	Existing Measure: Corrective Land Use and Zoning Changes. It is recommended that the City continue monitoring of land use and zoning requests in its environs to encourage appropriate changes to more compatible categories for vacant and developed land and to discourage inappropriate changes. Where changes could result in noncompatible land use but cannot be prevented, other corrective measures provided at the expense of the applicant should be pursued to maintain compatibility. The City will transmit the approved Noise Exposure Maps (NEM) to each local government with jurisdiction over land surrounding FXE along with a written request that they maintain land use compatibility and notification that no federal/airport funding will be available for corrective measures associated with any new non-compatible development within the noise contours depicted on the NEM. FAA Action: Approved.	Pgs. 26, 101 and 102; Tables 3.3, 3.6, 6.1, 6.2 and 6.5; and Figures 4.1 and 4.2.
3.3.2	Existing Measure: Preventive Development Controls. It is recommended that the Airport staff continue consultation with City and County planning, building, zoning and legal staff to explore the feasibility of enacting site plan and building code measures to minimize the potential for noise impacts. FAA Action: Approved.	Pgs. 26, 107 and 108; and Tables 3.3, 3.6, 6.1, 6.2 and 6.5.
3.3.3	Existing Measure: Preventive Fair Disclosure. It is recommended that the existing measure for fair disclosure primarily by NEM publication be continued. Dissemination and explanation of the Airport Master Plan and NEM to realtors and local government staff are recommended to ensure that potential residents are aware of the airport and its operations. This measure will protect both the airport and potential property owners. FAA Action: Approved.	Pgs. 26 and 108; and Tables 3.3, 3.6, 6.1, 6.2 and 6.5.
3.3.4	New Measure: Monitor to Determine Exact Extent of Contour into Residential Area. It is proposed that the City install one of the permanent noise monitors off the western end of Runway 08/26 within or close to the Village Park Mobile Home Park to measure actual noise levels. This will allow the City to fine tune implementation of the procedure to have pilots delay the initiation of the Runway 26 departure heading until they cross NW 31st Avenue so as to eliminate or reduce the encroachment of the contours into the property. Therefore, this measure would assist in the implementation of other measures. FAA Action: Approved.	Pgs. 27, 110 and 115; and Tables 3.3, 3.6, 3.7 and 6.5.
Continuing Program Measures		
3.4.1	Existing Measure: Noise Abatement Advisory Committee. This will continue the Community Advisory Committee (CAC) which was established in the original Part 150 study to meet with FXE and other City staff throughout the year, as required, to discuss issues related to aircraft noise. The CAC provides a formal mechanism for ongoing dialogue with the community on noise issues. FAA Action: Approved.	Pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1
3.4.2	Existing Measure: Noise Abatement Officer. This will continue a full-time Noise Abatement Officer position which was established in the original Part 150 study. The Officer is responsible for operation of the permanent monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the NCP, and ongoing noise compatibility planning efforts. The Officer is a critical element of the ongoing implementation and success of the NCP. FAA Action: Approved.	Pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1.
3.4.3	Existing Measure: Permanent Noise Monitoring System. It is proposed that the City expand the existing noise monitoring system by adding a minimum of four new permanent noise monitors, a minimum of two compatible portable noise monitors, and expanded central database management capabilities. The monitoring system provides the City with objective and accurate information to use in implementing NCP elements, monitoring the effectiveness of the NCP, and responding to citizen inquiries. FAA Action: Approved. FAA participation in monitors will be limited to an additional four permanent monitors and two portable monitors unless FAA later specifically determines additional noise monitors are needed on a case-by-case basis.	Pgs. 29, 114, and 115; Tables 3.4, 3.7 and 7.1; and Figure 3.1 of the NEM document.

Noise abatement measure	Description	NCP pages
3.4.4	Existing Measure: Public Information Program. This will continue a public information program by the Airport staff through verbal and written briefings to the CAC, Aviation Advisory Board (AAB) meetings, briefings to City Commission meetings, and presentations to outside organizations, such as homeowner associations. This measure is a critical component of the ongoing dialogue with outside parties, to ensure that the NCP operates efficiently and effectively. FAA Action: Approved.	Pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1.
3.4.5	New Measure: Airfield Signs. It is proposed that the City install four additional signs on the airfield that inform departing pilots of the key noise abatement procedures to insure that all relevant locations have signs. FAA Action: Approved. Signs must not be construed as mandatory air traffic procedures. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this determination.	Pgs. 30 and 114; and Tables 3.4, 3.7 and 7.1.
3.4.6	New Measure: Pilot Manual Insert. The city has arranged for the printing of a full color informational insert on FXE in a format that is compatible with the Jepson Sanderson manual which includes a notice on the Runway 08 departure procedures. It is also recommended that the City reprint inserts prepared by the City that addresses the Runway 08 departure procedures. FAA Action: Approved.	Pgs. 30 and 114; and Tables 3.4, 3.7 and 7.1.
3.4.7	Existing Measure: NCP Review and Revision. This measure continues provisions for continuing review and evaluation of proposed changes to the NCP between overall updates as proposed in the NCP. This provides for amendment to the details of the NCP, to ensure its continued efficiency and effectiveness. FAA Action: Approved.	Pgs. 30, 31, 113 and 114; and Tables 3.4, 3.7 and 7.1.
3.4.8	Existing Measure: NEM and NCP Updates. The NCP recommends that the City update the NEM every five years, or as required by changed conditions, pursuant to FAA guidelines. Should the revised NEM indicate that changed conditions have diminished the effectiveness or efficiency of the NCP, the City will evaluate the NCP and update it as required. This will keep the NEM and NCP up to date. FAA Action: Approved.	Pgs. 31, 113 and 114; and Tables 3.4, 3.7 and 7.1.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on September 23, 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 office of the City of Ft. Lauderdale.

Issued in Orlando, Florida on October 16, 1997.

W. Dean Stringer,

Acting Manager, Orlando Airports District Office.

[FR Doc. 97-28939 Filed 10-30-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Meeting

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 general aviation operations issues.

DATES: The meeting will be held on November 18, 1997 at 1:00 p.m.

ADDRESSES: The meeting will be held at the Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314.

FOR FURTHER INFORMATION CONTACT: Noreen Hannigan, Regulations Analyst, Office of Rulemaking (ARM-106), 800 Independence Avenue, SW., Washington, DC 20591. Telephone: (202) 267-7476; FAX: (202) 267-5075.

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 to discuss general aviation operations issues. This meeting will be held on November 18, 1997, at 1:00 p.m. at the Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314.

The agenda for this meeting will include:

(1) A status report on the Part 103 (Ultralight Vehicles) Working Group's Notice of Proposed Rulemaking (NPRM) on "Sport Pilot Certification Requirements;"

(2) A vote on the IFR Fuel Requirements/Destination and Alternate Weather Minimums Working Group's NPRM on "Flight Plan Requirements for

Helicopter Operations Under Instrument Flight Rules." Members of the public may obtain copies of this NPRM by contacting the person listed above under **FOR FURTHER INFORMATION CONTACT**;

(3) An update of the status of the VHF Navigation and Communication Frequency Utilization Group's 1996 recommendations for implementation of International Civil Aviation Organization (ICAO) Annex 10 (VHF Navigation and Communication Receiver Immunity Performance Standards);

(4) Discussion of overflights of national parks;

(5) Other general aviation topics (open discussion). 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 present written statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.