

collected; and (d) 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 June 25, 1999.

Robert M. Clarke,

Safety and Health Team Leader, Office of Transportation Policy Development.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 1999-5220]

Information Collection by Agency Under Review by the Office of Management and Budget (OMB)

AGENCY: Coast Guard, DOT.

ACTION: Request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this request for comments announces that the Coast Guard has forwarded the information Collection Reports (ICRs) abstracted below to OMB for review and comments. Our ICRs describe the information that we seek to collect from the public. Review and comment by OMB ensure that we impose on the public the lightest burden of paperwork compatible with our performance of duties.

DATES: Please submit comments on or before July 30, 1999.

ADDRESSES: Please send comment to both (1) the Docket Management Facility (DMS) of the U.S. Department of Transportation (DOT), room PL-401, 400 Seventh Streets S.W., Washington, DC 20590-0001, and (2) the Office of Information and Regulatory Affairs (OIRA) of OMB, 725 17th Street NW., Washington, DC 20503, to the attention of the Desk Officer of the USCG.

Copies of the complete ICRs are available for inspection and copying in public docket USCG-1999-5220 of the DMS between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays; for inspection and printing on the internet at <http://dms.dot.gov>; and for inspection from the Commandant (G-SII-2). Headquarters of the U.S. Coast Guard, room 6106, 2100 Second Street SW, Washington, DC, also between 10 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For questions on this document, call Barbara Davis, Office of Information Management of the Coast Guard at 202-

267-2326. For questions on this docket, call Dorothy Walker, Chief of Dockets of the DMS, at 202-366-9329.

SUPPLEMENTARY INFORMATION:

Regulatory History

This request constitutes the 30-day notice required by OMB. The Coast Guard has already published [64 FR 13463 (March 18, 1999)] the 60-day notice required by OMB. The request elicited no comments.

Request for Comments

The Coast Guard invites comments on the proposed collections of information to determine whether the collections are necessary for the proper performance of the functions of the Department. In particular, the Coast Guard would appreciate comments addressing: (1) the practical utility of the collections; (2) the accuracy of the Department's estimated burden of the collections; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of the collections; and (4) ways to minimize the burden of the collections on respondents, including the use of automated collection techniques or other forms of information technology.

Comments, whether to DMS or to OIRA, must contain the OMB Control Numbers of all ICRs addressed by the comments. Comments to DMS must contain the docket-number of the request, USCG 1999-5220. Comments to OIRA are best assured of having there full effect if OIRA receives them 30 or fewer days after the publication of this request.

Information Collection Request

Title: Firefighting Equipment, Structural Fire Protection Materials, Lifesaving Equipment, and Marine Sanitation Devices.

OMB Control Number: 2115-0141.

Type of Request: Extension of currently approved collection.

Affected Public: Manufacturers of safety equipment and material.

Form(s): N/A.

Abstract: The information in this report is necessary to ensure compliance with our rules governing specific types of safety equipment and materials installed on commercial vessels and pleasure craft. Manufacturers must submit drawings, specifications, and laboratory test reports to the Coast Guard before it gives any approval.

Annual Estimated Burden Hours: The estimated burden is 7,220 hours annually.

Title: Plan Review for Facilities with Vapor Control System (VCSs).

OMB Control Number: 2115-0581.

Type of Request: Extension of currently approved collection.

Affected Public: Marine facilities with VCSs and VCS-certifying entities.

Form(s): N/A.

Abstract: The information in this report is necessary to ensure compliance with our rules for the design of a facility's VCS. It is also necessary so we can determine the qualifications of a certifying entity.

Annual Estimated Burden Hours: The estimated burden is 1,390 hours annually.

Title: Electrical Engineering Regulations—46 CFR Subchapter J.

OMB Control Number: 2115-0115.

Type of Request: Extension of currently approved collection.

Affected Public: Owners and operators of vessels, and shipbuilders.

Form(s): N/A.

Abstract: The information in this report is necessary to ensure compliance with our electrical-engineering rules for the design and construction of U.S.-flag commercial vessels.

Annual Estimated Burden Hours: The estimated burden is 478 hours annually.

Title: Application and Permit to Handle Hazardous Materials.

OMB Control Number: 2115-0013.

Type of Request: Extension of currently approved collection.

Affected Public: Shipping agents, and operators of terminals that handle hazardous materials.

Form(s): CG-4260.

Abstract: The information in this form CG-4260 allows the U.S. Coast Guard to determine whether the applicant is following safe practices for the stowage and handling of explosives and hazardous materials.

Annual Estimated Burden Hours: The estimated burden is 395 hours annually.

Title: Application Manual and Amendments for Facilities Transferring Oil and Hazardous Materials in Bulk.

OMB Control Number: 2115-0078.

Type of Request: Extension of currently approved collection.

Affected Public: Owners and operators of facilities.

Form(s): N/A.

Abstract: The information in this report is necessary to ensure compliance with our rules for facilities transferring oil and hazardous materials in bulk.

Annual Estimated Burden Hours: The estimated burden is 22,632 hours annually.

Title: Operational Measures to Reduce Oil Spills from Existing Tank Vessels Without Double Hulls.

OMB Control Number: 2115-0629.

Type of Request: Extension of currently approved collection.

Affected Public: Owners and operators of tank vessels.

Form(s): N/A.

Annual Estimated Burden Hours: The estimated burden is 24,355 hours annually.

Issued in Washington, D.C., on June 15, 1999.

S.A. Richardson,

Acting Director of Information and Technology.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review, Tulsa International Airport, Tulsa, OK

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announced its determination that the noise exposure maps submitted by the Tulsa Airports Improvement Trust for Tulsa International Airport under the provisions of Title 49 U.S.C., Chapter 475 (hereinafter referred to as "Title 49") and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Tulsa International Airport under Part 150 in conjunction with the noise exposure maps and that this program will be approved or disapproved on or before December 13, 1999.

EFFECTIVE DATES: The effective date of the FAA's determination on the noise exposure maps and the start of its review of the associated noise compatibility program is June 16, 1999. The public comment period ends August 16, 1999.

FOR FURTHER INFORMATION CONTACT: Tim Tandy, Department of Transportation, Federal Aviation Administration, Fort Worth, Texas 76193-0630, (817) 222-5635. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Tulsa International Airport are in compliance with applicable requirements of Part 150, effective June 16, 1999. Further, FAA is reviewing a

proposed noise compatibility program for that airport which will be approved or disapproved on or before December 13, 1999. This notice also announces the availability of this program for public review and comment.

Under Title 49, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible 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. Title 49 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 the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title 49, 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 Tulsa Airports Improvement Trust submitted to the FAA on May 26, 1999 noise exposure maps, descriptions and other documentation which were produced during Tulsa International Airport FAR Part 150 Study, May 26, 1999. It was requested that the FAA review this material as the noise exposure maps, as described in Title 49, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Title 49.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Tulsa Airports Improvement Trust. The specific maps under consideration are Figure G1, Future Noise Exposure Map, 2002 with Existing Land Use, Page G.5 and Figure G2, Existing Noise Exposure Map, 1995 with Existing Land Use, Page G.6 in the submission.

The FAA has determined that these maps for Tulsa International Airport are in compliance with applicable requirements. This determination is effective on June 16, 1999. 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 103 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 Title 49. 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 which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Title 49. 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.

The FAA has formally received the noise compatibility program for Tulsa International Airport, also effective on June 16, 1999. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further view 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 December 13, 1999.

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 non compatible land uses and preventing the introduction of additional non compatible 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