

OST-95-676 and OST-95-677 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street SW., Washington, D.C. 20590, and should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Delores King, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street SW., Washington, D.C. 20590, (202) 366-2343.

Dated: February 20, 1996.

Charles A. Hunnicutt,

*Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 96-4250 Filed 2-23-96; 8:45 am]

BILLING CODE 4910-62-P

## Federal Aviation Administration

### Proposed Information Collection; Request Submitted for Public Comment; Federal Aviation Administration Acquisition Management System

**ACTION:** Notice of intent to comment on the Federal Aviation Administration Acquisition Management System.

**SUMMARY:** The Federal Aviation Administration is submitting for public comment the following proposal for collection of information under the provisions of the Paperwork Reduction Act [44 USC Chapter 35].

**DATES:** Written comments must be submitted on or before 22 April 1996. Written comments should address the accuracy of the burden estimates and ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology, as well as other relevant aspects of the information collection request.

**ADDRESSES:** Comments on any of these collections may be mailed or delivered in duplicate to the FAA at the following address: Ms. Judith Street, Federal Aviation Administration, Office of Business Information and Consultation, Corporate Information Division, 800 Independence Avenue, Washington, D.C. SW 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judith Street at (202) 267-9895.

In addition, the proposed Acquisition Management System and executive summary are located: On the internet @: [http://www.faa.gov/asu/asu100/acq-reform/acq\\_home.htm](http://www.faa.gov/asu/asu100/acq-reform/acq_home.htm). The internet E-Mail address is 9\_Acquisition\_Reform @ mail.hq.faa.gov.

**SUPPLEMENTARY INFORMATION:** The FAA has developed the new Acquisition Management System that makes it necessary for information collection in order to comply with Public Law 104-50. FAA's new acquisition management system was developed to address the unique needs of the agency and, at a minimum, provide for more timely and cost-effective acquisitions of equipment and materials.

*Type of Review:* New.

*OMB Number:* 2120-TBD.

*Number of Respondents:* 3,338.

*Responses per respondent:* varies: 1 to 12.

*Annual responses:* 4,500.

*Average burden per response:* varies: 15 min. to 2 weeks.

*Annual burden hours:* 333,292.

*Affected Public:* Individuals, businesses, not-for-profit institutions, federal government.

*Frequency:* varies: on occasion and monthly.

*Respondent's Obligation:* varies: voluntary, required to obtain or retain benefits, mandatory.

Comments submitted in response to this notice will be summarized and/or included in the request for Office of Management and Budget approval of the information collection request; they will also become a matter of public record.

Issued in Washington, DC., on February 22, 1996.

Steve Hopkins,

*Acting Manager, Corporate Information Division, ABC-100.*

[FR Doc. 96-4262 Filed 2-21-96; 4:27 pm]

BILLING CODE 4910-13-M

### Kansas City International Airport, Kansas City, Missouri, Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Kansas City, Missouri, for Kansas City International Airport 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 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Kansas City International Airport under Part 150 in conjunction with the noise exposure map, and that this program will be

approved or disapproved on or before August 7, 1996.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is February 9, 1996. The public comment period ends April 9, 1996.

**FOR FURTHER INFORMATION CONTACT:** Ms. Moira D. Keane, Federal Aviation Administration, Airports Division, ACE-615B, 601 E. 12th Street, Kansas City, MO 64106 (816) 426-4731.

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 Kansas City International Airport are in compliance with applicable requirements of Part 150, effective February 9, 1996. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before August 7, 1996. This notice also announces the availability of this program for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), 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. The Act 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 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.

Kansas City, Missouri, submitted to the FAA on August 14, 1995, noise exposure maps, descriptions and other documentation which were produced during the Kansas City International Airport Master Plan and F.A.R. Part 150 Noise Compatibility Study. It was requested that the FAA review this

material as the noise exposure maps, as described in section 103(a)(1) of the Act, 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.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Kansas City, Missouri. The specific maps under consideration are 1998 aircraft Noise Exposure Maps in the submission. The FAA has determined that these maps for Kansas City International Airport are in compliance with applicable requirements. This determination is effective on February 9, 1996. 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 section 107 of the Act. 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 section 103 of the Act. 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 Kansas City International Airport, also effective on February 9, 1996. 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 August 7, 1996.

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, 800 Independence Avenue SW., Room 617, Washington, D.C. 20591  
Federal Aviation Administration, Airports Division, 601 E. 12th Street, Kansas City, MO 64106  
Aviation Department, Administrative Offices, Department of Planning & Development, Kansas City International Airport, 1 International Square, Kansas City, MO 64153.

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

Issued in Kansas City, Missouri on February 9, 1996.

George A. Hendon,  
*Manager, Airports Division.*

[FR Doc. 96-4266 Filed 2-23-96; 8:45 am]

BILLING CODE 4910-13-M

#### **[Docket No. 28472]**

#### **Policy and Procedures Concerning the Use of Airport Revenue**

**AGENCY:** Federal Aviation Administration (FAA), Transportation.

**ACTION:** Notice of proposed policy; request for comments.

**SUMMARY:** This document proposes a statement of policy and procedures concerning the use of airport revenue. This document discusses in detail the requirement that revenue at public

airports that have received Federal grants generally be used only for airport purposes. The document proposes definitions of "airport revenue" and "revenue diversion," and discusses the permitted and prohibited uses of airport revenue, and the procedures for monitoring compliance with the revenue use requirement. A statement of policy is required by the Federal Aviation Administration Authorization Act of 1994. The FAA is issuing a proposed policy and requesting public comment because of substantial public and industry interest in the subject matter. While the policy statement proposed is not made effective at this time, statutory requirements relating to the use of airport revenue remain in effect and will be enforced by the FAA. Airport sponsors may assume that the FAA would act consistently with the views expressed in this document in any enforcement action for revenue diversion taken before a final policy statement is issued.

**DATES:** Comments must be received by April 26, 1996.

**ADDRESSES:** Comments should be mailed, in quadruplicate, to: Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. 28472, 800 Independence Avenue, SW., Washington, DC 20591. All comments must be marked: "Docket No. 28472." Commenters wishing the FAA to acknowledge receipt of their comments must include a pre-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 28472." The postcard will be date stamped and mailed to the commenter.

Comments on this Notice may be examined in room 915G on weekdays, except on Federal holidays, between 8:30 a.m. and 5 p.m.

**FOR FURTHER INFORMATION CONTACT:** Benedict D. Castellano, Manager, Airport Safety and Compliance Branch, AAS-310, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591, telephone (202) 267-8728; or Jonathan W. Cross, Airports Law Branch, AGC-610, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3473.

**SUPPLEMENTARY INFORMATION:** This proposed statement of policy and related procedures is being published pursuant to section 112(a) of the Federal Aviation Administration Authorization Act of 1994, Pub. L. No. 103-305 (August 23, 1994) (1994 Authorization Act). That section requires the Secretary