

Public Law 101-508, Section 9205, 9208 and Public Law 101-604, Section 107(d). We estimate that we will have 200 respondents per year for an average of 2800 burden hours.

5. 2120-0563, Notice and Approval of Airport Noise and Access Restrictions—Part 161. The Airport Noise and Capacity Act of 1990, Public Law 101-508, mandates the formulation of a national noise policy. One part of that mandate is the development of a national program to review noise and access restrictions on the operation of State 2 and Stage 3 aircraft. Respondents are airport operators proposing voluntary agreements and/or mandatory restrictions on Stage 2 and Stage 3 aircraft operations and aircraft operators that request reevaluation of a restriction. There is an estimated 18 respondents with an average annual burden of 32,000 hours.

6. 2120-0585, Flight Attendant Duty Limitations and Rest Requirements. This is a recordkeeping requirement on air carriers operating under parts 121, 125, and 135. The recordkeeping will enable the Administrator of the FAA to verify that each airline is in compliance with the flight attendant duty/rest regulations. The information is used to ensure that flight attendants receive sufficient rest to perform safety duties onboard airplanes. There is an estimated 180 affected air carriers for a total recordkeeping burden of approximately 104,000 hours annually.

Issued in Washington, DC., on April 3, 1997.

**Steve Hopkins,**

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

[FR Doc. 97-9127 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Revision No. 1 to the Approved Noise Compatibility Program for Palm Springs Regional Airport, Palm Springs, CA

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on Revision No. 1 to the Approved Noise Compatibility Program for the Palm Springs Regional Airport, submitted by the city of Palm Springs, California, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193)

(hereinafter referred to as "the Act") and 14 CFR part 150. These findings are made in recognition of the description of Federal and non federal responsibilities in Senate Report No. 96-52 (1980). On November 28, 1994, the FAA determined that the Noise Exposure Maps, submitted by the city of Palm Springs, California under 14 CFR part 150, were in compliance with applicable requirements. On July 25, 1995, the Associate Administrator for Airports approved the Noise Compatibility Program for Palm Springs Regional Airport. On March 19, 1997, the Associate Administrator for Airports approved Revision Number 1 to the Approved Noise Compatibility Program for Palm Springs Regional Airport. One (1) additional measure to the approved program was approved.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Noise Compatibility Program for Palm Springs Regional Airport is March 19, 1997.

**FOR FURTHER INFORMATION CONTACT:** David B. Kessler, AICP, Environmental Protection Specialist, AWP-611.2, Planning Section, Western-Pacific Region, Federal Aviation Administration, PO Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, Telephone 310/725-3615, Street Address: 15000 Aviation Boulevard, Room 3012, Hawthorne, California 90261. 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 Revision No. 1 to the Approved Noise Compatibility Program for Palm Springs Regional Airport, effective March 19, 1997. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (herein after 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 non compatible land uses and prevention of additional non compatible 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

sponsor with respect to which measures 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 non compatible 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 navigable airspace and air traffic control 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 implementation 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 under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

The city of Palm Springs, California submitted to the FAA on March 3, 1994, the Noise Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study conducted from September 23, 1993 through July 18, 1995. The Palm Springs Regional Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on November 28, 1994. Notice of this determination

was published in the **Federal Register** on December 16, 1994.

The Palm Springs Regional Airport study contained 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 or beyond, the year 1999. It was requested that the FAA evaluated 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 26, 1995 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). The Noise Compatibility Program was approved by the FAA on July 26, 1995. On September 27, 1996 the FAA began its review of Revision No. 1 to the approved program 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 an approval of such program.

The submitted revision to the approved program contained one (1) proposed action for establishing a permanent noise and flight track monitoring system. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAA part 150 have been satisfied. Revision Number 1 to the Approved Noise Compatibility Program, was therefore approved by the Associate Administrator for Airports effective March 19, 1997.

Outright approval was granted for the one (1) new Continuing Program Measure for provision of establishment of a permanent noise and flight track monitoring system.

This determination is set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on March 19, 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 Palm Springs Regional Airport.

Issued in Hawthorne, Calif. on March 28, 1997.

**Robert C. Bloom,**

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

[FR Doc. 97-9140 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Training and Qualifications

**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 training and qualification issues.

**DATES:** The meeting will be held on April 23 at 10 a.m.

**ADDRESSES:** The meeting will be held at the Regional Airlines Association, Second floor, 1200 19th St. NW., Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Ms. Regina L. Jones, (202) 267-9822, Office of Rulemaking, (ARM-100) 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 training and qualification issues. This meeting will be held April 23, 1997, at 10 a.m., at the Regional Airlines Association. The agenda for this meeting will include progress reports from The Air Carrier Pilot Pay for Training Working Group, the Air Carrier Minimum Flight Time Requirements Working Group, and the Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group.

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 statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an 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**.

Issued in Washington, DC, on April 1, 1997.

**Thomas Toula,**

*Executive Director for Training and Qualifications, Aviation Rulemaking Advisory Committee.*

[FR Doc. 97-9150 Filed 4-8-97; 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 April 25, 1997 at 9:30 a.m.

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

#### FOR FURTHER INFORMATION CONTACT:

Mr. Louis C. Cusimano, Assistant Executive Director for General Aviation Operations, Flight Standards Service (AFS-800), 800 Independence Avenue SW., Washington, DC 20591. Telephone: (202) 267-8452; Fax: (202) 267-5094.

**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 April 25, 1997 at 9:30 a.m. at the Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314.

The agenda for this meeting will include a status report from the part 103 (Ultralight Vehicles) Working Group and an informational briefing on a draft Notice of Proposed Rulemaking that the IFR Requirements/Destination and Alternate Weather Minimums Working Group has developed.

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 an