

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 April 29, 1997.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 97-11480 Filed 5-1-97; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Aviation Proceedings, Agreements Filed During the Week of April 18, 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.

*Filing Date:* 4-17-97

*Docket Number:* OST-97-2360

*Description:* International Air Transport Association, David M. O'Connor, Director, External Relations—U.S., 1001 Pennsylvania Ave., NW., #285, Washington, DC 20004

Telex PTC3 Mail Vote 867 Osaka-Cheongju fares r1-9

Intended effective date: April 29, 1997

r-1—043d r-5—076LL

r-2—053d r-6—081tt

r-3—063d r-7—090kk

r-4—063dd r-8—092hh

r-9—092t

**Paulette V. Twine,**

*Chief, Documentary Services.*

[FR Doc. 97-11435 Filed 5-1-97; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Aviation Proceedings, Agreements Filed During the Week of April 25, 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-97-2370.

*Date Filed:* April 21, 1997.

*Parties:* Members of the International Air Transport Association.

*Subject:*

CAC/Reso/187 dated April 14, 1997  
Expedited Cargo Agency Resolutions  
r1-3

Intended effective date: June 1, 1997

r-1—801r

r-2—813

r-3—813e

**Paulette V. Twine,**

*Chief Documentary Services.*

[FR Doc. 97-11482 Filed 5-1-97; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending April 25, 1997

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et seq.*). The due date for Answers, Conforming Applications, or Motions to modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-97-2372

*Date Filed:* April 22, 1997

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* May 20, 1997

*Description:* Application of Delta Air Lines, Inc. pursuant to 49 U.S.C. Section 41102, and Subpart Q of the Regulations, applies for a new or amended certificate of public convenience and necessity to authorize it to provide scheduled foreign air transportation from a point or points in the United States via intermediate points to Arica, Antofagasta, and Santiago, Chile, and beyond; and

Requests destination and allocation of seven (7) U.S.-Chile frequencies available for U.S.-Chile combination services, for a term of five (5) years.

**Paulette V. Twine,**

*Chief, Documentary Services.*

[FR Doc. 97-11481 Filed 5-1-97; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Type Certification Procedures for Changed Products

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

**ACTION:** Notice of availability for public comment.

**SUMMARY:** This notice announces the availability of and requests comments on the proposed advisory circular (AC), Advisory Material for the Evaluation of the Certification Basis of Changed Aeronautical Products, pertaining to the type certification procedures for changed products. Elsewhere in this edition of the **Federal Register**, the FAA has issued a Notice of Proposed Rulemaking (NPRM), Type Certification Procedures for Changed Products, which would revise certain sections in part 21 of Title 14 of the Code of Federal Regulations. This proposed AC provides guidance for determining compliance with those proposed sections.

**DATES:** Comments must be identified by the name of the AC and be received on or before September 2, 1997.

**ADDRESSES:** Send all comments on this proposed AC to: Certification Procedures Branch, AIR-110, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, or deliver comments to room 815 at the same address.

**FOR FURTHER INFORMATION CONTACT:** Lyle C. Davis, Certification Procedures Branch (AIR-110), Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9588.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to comment on the proposed AC listed in this notice by submitting such written data, views, or arguments as they may desire. Comments received on the proposed AC may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays, except Federal holidays, between 8:30 a.m. and 4:30 p.m. By separate notice, in this edition of the **Federal Register**, the FAA is also inviting interested persons to comment on the notice of proposed rulemaking. The FAA will consider comments from this notice and comments received on the notice of

proposed rulemaking in deciding the nature of final action on each.

### Background

New procedural regulations are being proposed in a Notice of Proposed Rulemaking, Type Certification Procedures for Changed Products, as a result of a trend towards fewer products that are of such significantly new design that a new type certificate is required. This proposal would require the starting point for determining the certification basis for an amended or supplemental type certificate to be the regulations in effect at the date of the application for the change, rather than those regulations incorporated by reference in the type certificate. Exceptions would be provided to permit the applicant, under certain conditions, to comply with previous amendments to those regulations.

### Advisory Circular

This AC provides guidance for the applicant to comply with the regulations proposed in the Notice of Proposed Rulemaking, Type Certification Procedures for Changed Products.

### Proposed § 21.101(b)(3): Determining Whether Compliance Would Not Materially Contribute to the Level of Safety of the Changed Product or Would Be Impractical

Proposed § 21.101(b)(3) states that an applicant's changed product may be shown to comply with an earlier amendment to a regulation in effect on the date of the application for the change, if compliance with that later regulation would not materially contribute to the level of safety of the changed product or would be impractical.

Parts of the associated NPRM published in this edition of the **Federal Register**, and parts of this proposed AC, resulted from a recommendation from the Aviation Rulemaking Advisory Committee (ARAC). Appendix 2 of this proposed AC contains a "safety benefit—resource evaluation guide," which was recommended by the ARAC. As explained in the introduction to Appendix 2, the FAA has declined to include the safety benefit—resource evaluation guide as a means of compliance with proposed § 21.101(b)(3). However, the ARAC-recommended guide does describe some of the issues that should be considered in making a case about complying with the later regulations under proposed § 21.101(b)(3). Thus, it is being proposed for inclusion for information purposes. An applicant seeking

approval of a changed aeronautical product can review this guidance prior to developing an argument that compliance with a regulation in effect at the date of the application for the change would be impractical. In using a similar guide, an applicant would have to demonstrate how his charts, values, and graphs demonstrate compliance with the proposed section.

For the procedure in Appendix 2, the points on the charts represent the mean derived from the experience of a number of engineers who have been involved in certification programs. The numbers on the charts were adjusted to reflect a review of several alternations of air carrier transport category airplanes, with respect to the revision of part 25.

Issued in Washington, DC, on April 22, 1997.

**Ava L. Mims,**

*Acting Director, Aircraft Certification Service.*

[FR Doc. 97-11206 Filed 5-1-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### Approval of Noise Compatibility Program; Boise Air Terminal, Boise, ID

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Airport Director of the Boise Air Terminal 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 non-Federal responsibilities in Senate Report No. 96-52 (1980). On September 18, 1996, the FAA determined that the noise exposure maps submitted by the Airport Director under Part 150 were in compliance with applicable requirements. On Marcy 17, 1997, the Associate Administrator for Airports approved the Boise Air Terminal noise compatibility program. Twenty of the twenty-three program measures were approved. Two were disapproved for purposes of Part 150 because they permit continued noncompatible development in an established noise contour, even though they are at lower densities. One measure was partially approved because it contains a zoning segment that is not related to reducing or preventing noncompatible land uses.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Boise Air Terminal noise compatibility program is March 17, 1997.

**FOR FURTHER INFORMATION CONTACT:** Dennis G. Ossenkop; Federal Aviation Administration; Northwest Mountain Region; Airports Division, ANM-611; 1601 Lind Avenue, SW., Renton, Washington, 98055-4056. 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 Boise Air Terminal, effective March 17, 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 a program to be developed in consultation with interested and affected parties including the state, local communities, governmental agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgement for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval for 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 uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and