

a comprehensive outline of the criteria for admission, the application process, and the terms of the agreement between the FHWA and participant motor carriers. The agency also indicated that the information collections requirements related to the Project had been approved through emergency processing by the OMB until August 31, 1997, and that approval on a permanent basis of the collection requirements of the Project would be sought.

Estimated Annual Burden Hours: 420.
Number of Respondents: 125.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT 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 10, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-27613 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Charlotte/Douglas International Airport, Charlotte, NC

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Charlotte for the Charlotte/Douglas 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 the applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program

that was submitted for the Charlotte/Douglas International Airport under part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before March 30, 1998.

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 September 30, 1997. The public comment period ends December 1, 1997.

FOR FURTHER INFORMATION CONTACT: Thomas M. Roberts, Atlanta Airports District Office, Federal Aviation Administration, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747, Telephone 404/305-7153. 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 Charlotte/Douglas International Airport are in compliance with applicable requirements of part 150, effective September 30, 1997. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before March 30, 1998. 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.

The City of Charlotte submitted to the FAA on August 26, 1997, noise

exposure maps, descriptions and other documentation which were produced during Charlotte/Douglas International Airport's FAR, Part 150 Study Update, August 1997. 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 the City of Charlotte. The specific maps under consideration are Noise Exposure Map 1996 and Noise Exposure Map 2001 in the submission. The FAA has determined that these maps for the Charlotte/Douglas International Airport are in compliance with the applicable requirements. This determination is effective September 30, 1997. 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 the 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 the 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 responsibilities 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 § 150.21 of part 150, that the

statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Charlotte/Douglas International Airport, also effective on September 30, 1997. 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 March 30, 1998.

The FAA's detail evaluation will be conducted under the provisions of 14 CFR part 150, § 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, DC 20591;

Federal Aviation Administration, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747;

Ms. Carolyn Morehead, Reception Area, Charlotte/Douglas International Airport, Charlotte, North Carolina 28219.

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

Issued in Atlanta, Georgia, September 30, 1997.

Dell T. Jernigan,

Manager, Atlanta Airports District Office.

[FR Doc. 97-27386 Filed 10-16-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket MSP-008]

Sea-Land Service, Inc.; Notice of Application To Increase Service in the Non-Contiguous Domestic Trade for Puerto Rico

Sea-Land Service, Inc. (Sea-Land), by application dated October 1, 1997, has applied for an increase in the authorized level of the service Sea-Land provides to the Commonwealth of Puerto Rico (Puerto Rico), pursuant to section 656(d) of Subtitle B, Title VI, of the Merchant Marine Act, 1936, as Amended (1936 Act). In support of its application, Sea-Land has provided information related to the growth of real gross product for the Commonwealth of Puerto Rico, as supplied to Sea-Land by the Planning Board of the Office of the Governor of Puerto Rico.

As originally approved, Sea-Land's authorized service level for Puerto Rico was 230,612 Twenty-foot Equivalent Units (TEUs), as of August 9, 1995. Based on increases in the gross product of Puerto Rico for Fiscal Year (FY) 1996 (July 1, 1995 to June 30, 1996) Sea-Land has asked for an additional 6,365 TEUs of authorized service. Based on increases in Puerto Rico's gross product for FY 1997 (July 1, 1996 to June 30, 1997), Sea-Land has asked for a second additional increase in authorized service of 6,365 TEUs. Additionally, Sea-Land has requested a third increase of 3,167 TEUs projected for the period July 1, to December 31, 1997. In summary, Sea-Land is seeking an increase of 16,167 TEUs in the trade to a total of 246,779 TEUs. A summation of Sea-Land's request is attached hereto as Table I.

Any person, firm or corporation having an interest in this application for increased service authorization, and who desires to submit comments concerning Sea-Land's application, is requested to provide those comments to the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Such comments must be filed in triplicate and received no later than 5:00 pm Eastern Time November 17, 1997.

Dated: October 10, 1997.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

Sea-Land Service, Inc.; Requested Increases in Authorized Non-Contiguous Domestic Service for the Commonwealth of Puerto Rico

Original Grandfather authorization as of August 9, 1995: 230,612 TEUs

For Fiscal Year 1996 (July 1, 1995 to June 30, 1996).

Gross Product for FY 1996: +3.1 Percent. Proration, August 9, 1995 to June 30, 1996 = 326/366 Days (1996 was a leap year) = .89

$(.89) \times (3.1) = 2.76$ Percent.

Increase = $(.0276) \times (230,612) = 6,365$ TEUs

Total for June 30, 1996 = 236,977 TEUs

For Fiscal Year 1997 (July 1, 1996 to June 30, 1997)

Gross Product for FY 1997: +2.8 Percent (Tentative)

Increase = $(.028) \times (236,977) = 6,635$ TEUs

Total for June 30, 1997 = 243,612 TEUs

Projected Increase July 1, 1997 to December 31, 1997

Gross Product: +2.6 Percent (Projected) July 1 to December 31=184 days

$184/365 = .5$

Proration, July 1 to December 31, 1997

$= (.5) \times (2.6) = 1.3$ Percent.

Increase = $(.013) \times (243,977) = 3,167$ TEUs

Total for December 31, 1997 = 246,779 TEUs

Total Requested Increase: 16,167 TEUs

[FR Doc. 97-27614 Filed 10-16-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 96-100; Notice No. 1]

Tires and Rims Labeling

Correction

In notice document 96-33121 beginning on page 68812 in the issue of Monday, December 30, 1996, make the following correction:

On page 68813, in the first column, the OMB Clearance Number should read 2127-0503.

Dated: October 10, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 97-27595 Filed 10-16-97; 8:45 am]

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