

The number assigned to this disaster for physical damage is 313011, and for economic injury the number is 999100.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: September 22, 1998.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 98-26314 Filed 9-30-98; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 26, 1998 [63 FR 28547-28548].

DATES: Comments must be submitted on or before November 2, 1998.

FOR FURTHER INFORMATION CONTACT: Ms. Francine Shaw-Whitson, HFL-11, Room 4206, (202) 366-9483, Federal Lands Highway Office, or Mr. Wilbert Baccus, HCC-10, Room 4230, (202) 366-0780, Office of Chief Counsel, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Federal Highway Administration (FHWA)

OMB Number: 2125-0565.

Type of Request: Extension of a current approved collection.

Title: Indian Reservation Roads Program Administration Survey.

Abstract: Title 23, United States Code, Section 204(f) provides the authority for the FHWA and the Bureau of Indian Affairs (BIA) to jointly administer the Indian Reservation Roads (IRR) Program. In accordance with the

Government Performance and Results Act, the FHWA is required to establish performance measures consistent with the overall program goals and outcomes. In addition, Executive Order 12862 provides for surveying customers to determine the kind and quality of services they want and the level of satisfaction with existing services. Tribal governments are the IRR program customers. The information collected is used by the FHWA and the BIA to improve the administration of the IRR program. This survey gathers information from the tribes to assess, (1) their overall levels of understanding of the IRR program; (2) their involvement in the IRR program; and (3) their satisfaction with the IRR program administration and accomplishments. In addition, the survey allows tribes to propose recommendations for improving the operation and administration of the IRR program.

Affected Public: 557 Indian tribal governments.

Estimated Total Annual Burden: 140 hours.

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

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publishing in the **Federal Register**.

Issued in Washington, DC, on September 25, 1998.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-26264 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Manchester Airport, Manchester, NH; FAA Approval of Noise Compatibility Program

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Manchester Airport Authority under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 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 February 6, 1998, the FAA determined that the noise exposure maps submitted by the Manchester Airport Authority under Part 150 were in compliance with applicable requirements. On August 5, 1998, the Associate Administrator approved the Manchester Airport noise compatibility program. All of the 15 measures were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Manchester Airport noise compatibility program is August 5, 1998.

FOR FURTHER INFORMATION CONTACT: John C. Silva, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone (781) 238-7602.

Documents reflecting this FAA action may be obtained from the same individual.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Manchester Airport noise compatibility program, effective August 5, 1998.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter 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 Regulation (FAR), Part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor 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 non-compatible 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 the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator as 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 a FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and a 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. Where Federal funding is sought, requests for project grants must be submitted to the

FAA Regional Office in Burlington, Massachusetts.

The Manchester Airport Authority submitted to the FAA, in January 1997, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study. The Manchester Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on February 6, 1998. Notice of this determination was published in the **Federal Register** on February 27, 1998.

The Manchester study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 2000. It was requested that the FAA evaluate 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 February 26, 1998, 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 a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 15 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Assistant Administrator effective August 5, 1998.

Approval was granted for all 15 program elements: preferential runway use measures, noise abatement departure procedures, rezoning, establishment/amendment of noise overlay districts, amendment of existing land use plans, sound insulation, expansion of building codes, enactment of noise disclosure regulations, continuation of the Part 150 public involvement program, distribution of a noise abatement brochure, installation of airport noise abatement signs, and noise compatibility program review and update.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator on August 5, 1998. 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 airport manager's office, Suite

300, 1 Airport Drive, Manchester, New Hampshire.

Issued in Burlington, Massachusetts on September 11, 1998.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 98-26293 Filed 9-30-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-98-19]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before October 22, 1998.

ADDRESS: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. ____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.