

*Need:* Under the authority of 33 U.S.C. 2712, Coast Guard has promulgated regulations detailing the manner in which to obligate the Oil Spill Liability Trust Fund (or the Fund). In order to ensure fair and reasonable payments to States and to protect the interests of the Federal Government, all expenditures submitted by a state must be fully substantiated and the procedures for presentation of those expenditures to the Fund must be followed.

*Burden:* The estimated burden in 3 hours annually.

*Addresses:* Written comments on the DOT information collection request should be forwarded, within 30 days of publication, to Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Room 10102, Washington, DC 20503, ATTN: USCG Desk Officer. If you anticipate submitting substantive comments, but find that more than 10 days from the date of publication are needed to prepare them, please notify the OMB official of your intent immediately.

*Comments are invited on:* Whether the proposed collections of information are 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 collections; 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 publication.

Issued in Washington, DC, on October 16, 1998.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 98-29123 Filed 10-29-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program, Indianapolis International Airport, Indianapolis, Indiana

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Indianapolis Airport Authority 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 nonfederal responsibilities in Senate Report No. 96-52 (1980). On April 15, 1998, the FAA determined that the noise exposure maps submitted by the Indianapolis Airport Authority under part 150 were in compliance with applicable requirements. On October 9, 1998, the Associate Administrator for Airports approved the Indianapolis International Airport noise compatibility program. Thirty-eight of forty-eight of the recommendations of the program were wholly or partially approved, two were withdrawn, three were disapproved for purposes of part 150, and five recommendations required no FAA action.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Indianapolis International Airport noise compatibility program is October 9, 1998.

**INFORMATION CONTACT:**

Prescott C. Snyder, Airport Environmental Program Manager, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Telephone Number (847) 294-7538/FAX Number (847) 294-7046. 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 Indianapolis International Airport, effective October 9, 1998.

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 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 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 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

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 prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR part 150, § 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. Where federal funding is sought, requests for project grants must be submitted to the FAA Chicago Airports District Office in Des Plaines, Illinois.

Indianapolis Airport Authority submitted to the FAA on February 18, 1998, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from November 1996 through February 1998.

The Indianapolis International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 15, 1998. Notice of this determination was published in the **Federal Register** on April 23, 1998.

The Indianapolis International Airport study contains 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 the year 2002. 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 April 15, 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 program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained forty-eight proposed measures for noise mitigation. 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 Associate Administrator for Airports effective October 9, 1998.

Outright or partial approval was granted to thirty-eight of forty-eight specific program measures. Seventeen of nineteen of the noise abatement measures (including four submeasures under NA-4), seventeen of twenty-five land use measures and all four of the program management measures where wholly or partially approved.

The other ten measures not approved consisted of two land use measures that were withdrawn by the Airport Authority, three land use measures that were disapproved by FAA for purposes of part 150, and five measures that required no FAA action. Three of the five measures requiring no FAA action were land use measures already completed. The other two were noise abatement measures incorporating flight procedures, which were deferred pending additional FAA review before approval or disapproval. This deferral of flight procedures is allowed under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator of Airports on October 9, 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 administrative offices of the Indianapolis Airport Authority.

Issued in Des Plaines, Illinois on October 22, 1998.

**Pene' A Beversdorf,**

*Acting Manager, Chicago Airports District Office FAA, Great Lakes Region,*

[FR Doc. 98-29127 Filed 10-29-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **RTCA Special Committee 172; Future Air-Ground Communications in the VHF Aeronautical Data Band (118-137 MHz)**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held November 17-20, 1998, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

*The agenda will be as follows:*

Tuesday, November 17:

(1) Plenary Convenes at 9:00 a.m. for 30 minutes;

(2) Introductory Remarks; (3) Review and Approval of the Agenda;

(4) Working Group (WG)-2, VHF Data Radio Signal-in-Space MASPS, Continue Work on VDL Mode 3. Wednesday, November 18: (a.m.)

(5) WG-2 Continues; (p.m.) (6) WG-3, Review of VHF Digital Radio MOPS Document Progress and Furtherance of Work. Thursday, November 19: (a.m.)

(7) Plenary Reconvenes at 9:00 a.m.:

(8) Review Summary Minutes of Previous Plenary of SC-172;

(9) Report on Operational Scenarios Sub-group Meeting;

(10) Reports from WG's 2 & 3 Activities; (11) Report on AMCP WG's and VDL Activities; (12) EUROCAE WG-47 Report and Discussion of Schedule for Further Work with WG-3; (13) Review Issues List and Address Future Work; (14) Other Business; (15) Dates and Places of Next Meetings; (16) WG's Continue as Necessary. Friday, November 20: (17) WG's Continue as Necessary.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA

Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 26, 1998.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 98-29126 Filed 10-29-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Rule on Application To Use a Passenger Facility Charge (PFC) at Grant County International Airport, Moses Lake, Washington; Correction**

**SUMMARY:** This correction incorporates information from the public agency's application.

In notice document 98-27250 beginning on page 54516 in the issue of Friday, October 9, 1998, make the following correction:

In the first column: Proposed charge expiration date: April 1, 2009.

Issued in Renton, Washington, on October 23, 1998.

**David A. Field,**

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 98-29124 Filed 10-29-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent to Rule on Application (98-03-U-00-RIW) to Use the Revenue From a Passenger Facility Charge (PFC) at Riverton Regional Airport, Submitted by the City of Riverton, Wyoming**

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to use PFC revenue at Riverton Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

**DATES:** Comments must be received on or before November 30, 1998.