

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Procedures for non-Federal Navigational Facilities, FAR Part 171.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0014.

Forms(s): FAA Forms 6030-1, 6030-17 (formerly 198) 6790-4 (formerly 2396/7) 6790-5.

Affected Public: Estimated 1273 sponsors of non federal navigational facilities.

Abstract: The non-Federal navigation facilities are electrical/electronic aids to air navigation which are purchased, installed, operated and maintained by an entity other than the FAA and are available for use by the flying public. These aids may be located at unattended remote sites or airport terminals.

Estimated Annual Burden Hours: 9,516 burden hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725—17th Street, NW., Washington, DC 20503, Attention: FAA 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 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 27, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-29624 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration**Approval of Noise Compatibility Program; Oakland County International Airport; Pontiac, MI**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility

program submitted by Oakland County International Airport, Pontiac, Michigan, 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 nonfederal responsibilities in Senate Report No. 96-52 (1980). On February 26, 1999, the FAA determined that the noise exposure maps submitted by Oakland County International Airport under Part 150 were in compliance with applicable requirements. On August 25, 1999, the FAA approved the Oakland County International Airport noise compatibility program. All of the recommendations of the program were approved. A total of 11 measures were included in the Oakland County International Airport recommended program. Of the 11 measures, four are listed as "Noise Abatement Measures," four are listed as "Program Management Measures," and three are listed as "Land Use Measures."

EFFECTIVE DATE: The effective date of the FAA's approval of the Oakland County International Airport noise compatibility program is August 25, 1999.

FOR FURTHER INFORMATION CONTACT: Gary J. Migut, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7278. 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 Oakland County International Airport, effective August 25, 1999.

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 the 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. Where federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District office in Belleville, Michigan.

Oakland County International Airport submitted to the FAA on February 24, 1999, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from July 5, 1996, through February 23, 1999. The

Oakland County International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on February 26, 1999. Notice of this determination was published in the **Federal Register** on March 8, 1999.

The Oakland County 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 February 23, 1999 to beyond 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 February 26, 1999, 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 would have been deemed to be an approval of such program.

The submitted program contained 11 proposed actions 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 Airports effective August 25, 1999.

Outright approval was granted for all of the specific program elements. Issue One, a Land Use Measure, recommends that the Airport purchase of all homes within the 70 DNL noise contour. Issue Two, a Land use Measure, recommends that the Airport will sound attenuate, on a voluntary basis, those single family homes within the 65 or greater DNL noise contour which are economically feasible to attenuate. Issue Three, a Program Management Measure, recommends that the Airport will continue its Noise Concern/Citizen Liaison Program to record all noise concerns received from citizens. Issue four, a Program Management Measure, recommends that the Airport will update and monitor the FAR Part 150 Study at five-year increments or when a significant change in aircraft types or numbers of operations occurs. Issue Five, a Noise Abatement Measure, recommends that the Airport will institute a Fly Quiet Program in an effort to voluntarily reduce the noise levels associated with aircraft operations at the airport. For reasons of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any preset noise

thresholds. Issue Six, a Noise Abatement Measure, recommends that the Airport will construct a run-up enclosure to be used for all jet run-up operations. Issue Seven, a Noise Abatement Measure, recommends that the Airport will construct a noise wall along the north boundary of the airport. Issue Eight, a Noise Abatement Measure, recommends that the Airport will until the noise wall is built, amend its Rules and Regulations to require the use of tugs in the northeast FBO area to pull Stage II jet aircraft to the taxiway. The FAA recognizes that this is a temporary measure whereby the nosier, Stage II aircraft will be towed from the apron to the taxiway in preparation for takeoff. This activity will cease upon completion of the noise wall. Issue Nine, Land Use Measure, recommends that the Airport will amend the Comprehensive Plan for both Waterford and White Lake Townships to reflect compatible future land use development. Issue Ten, a Program Management Measure, recommends that if the Airport determines the Fly Quiet Program is not meeting the voluntary State II phase out goals, then the Airport should initiate the request to fund an FAR Part 161 Study to evaluate the use of Stage II business jets at night, or other measures as appropriate. After the Fly Quiet Program is in place for five years, a determination will be made concerning the initiation of a FAR Part 161 Study. The FAA emphasizes that this measure is recommended for approval for study only, and includes language that does not commit the FAA to any course of action as a result of that study. Issue Eleven, a Program Management Measure, recommends that the Airport will use and maintain the Advisory Committee organized for the Part 150 Study subsequent to the completion of the Part 150 Study and meet on a semi-annual basis to discuss noise abatement issues and to evaluate the progress of the Fly Quiet Program.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on August 25, 1999. The Record of Approval, as well as other evaluation materials and documents which comprised the submittal to the FAA, are available for review at the following locations:

Federal Aviation Administration, 800 Independence Avenue, S.W., Room 617, Washington, DC 20591.

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

Mr. Karl Randall, Airport Manager, Oakland County International Airport, 6500 Highland Road, Waterford, Michigan 48327-1649.

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

Issued in Belleville, Michigan, September 24, 1999.

Dean C. Nitz,

Manager, Detroit Airports District Office, Great Lakes Region.

[FR Doc. 99-28622 Filed 11-1-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Special Committee 186; Automatic Dependent Surveillance—Broadcast (ADS-B)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-186 meeting to be held November 15, starting at 1 p.m., and at 9 a.m. on November 16-18. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will include: November 15-18, (1) Chairman's Introductory Remarks; (2) Review of Meeting Agenda; (3) Review and Approval of the Relevant Meeting Minutes; (4) Proposed Revision to TORs for SC-186; (5) SC-186 Activity Report and Committee Roadmap: WG-1, WG-3, WG-4; (6) WG-51 Report: SG-1, SG-2; (7) Status/Review Draft CDTI MOPS; (8) Status/Review Draft Ops Concept; (9) Discussion of and Work Plan Formulation for Revised to ADS-B MASSPS, DO-242; (10) Free Flight Select Committee Surveillance Work Group Update; (11) Future Work Programme; (12) Date, Place and Time of Next Meeting; (13) Closing.

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.