

Issued in Washington, D.C., on May 23, 1997.

Steven R. Okun,

Task Force Executive Director, Department of Transportation.

[FR Doc. 97-14098 Filed 5-28-97; 8:45 am]

BILLING CODE 4910-62-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Department of Transportation, Federal Aviation Administration (DOT/FAA).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the information collection request described below has been forwarded to the Office of Management and Budget (OMB) for review. The FAA is requesting an emergency clearance by June 6, 1997, in accordance with 5 CFR § 1320.13. The following information describes the nature of the information collection and its expected burden.

DATES: Submit any comments to OMB and FAA by July 28, 1997.

SUPPLEMENTARY INFORMATION:

Title: AST Customer Service Survey.
Need: In accordance with the Government Performance and Results Act of 1993 (GPRA) and Executive Order No. 12862, which mandate surveying customer satisfaction, the Associate Administrator for Commercial Space Transportation (AST) is proposing to disseminate the "AST Customer Service Survey" to obtain industry input on the Customer Service Standards published and disseminated by AST.

Respondents: The respondents will be approximately 50 representatives of the U.S. commercial launch industry and other industry representatives from related industries such as U.S. satellite manufacturers and users, as well as representatives from businesses and associations which have an interest in our business-related concerns with the U.S. commercial launch industry.

Frequency: Annually.

Burden: 1 hour per respondent, times 50 respondents for a total of 50 hours.

FOR FURTHER INFORMATION: You may contact: Federal Aviation Administration, Brenda Parker, AST Customer Service Representative, 400 7th Street, SW, Washington, DC 20590.

Comments may be submitted to the agency at the address above and to:

Office of Information and Regulatory Affairs, Office of Management and Budget, Room 10202, Attention FAA Desk Officer, 725 17th Street, NW, Washington, DC 20503.

Issued in Washington, DC on May 22, 1997.

Steve Hopkins,

Manager, Corporate Information Division, ABC-100.

[FR Doc. 97-14091 Filed 5-28-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program, DeKalb-Peachtree Airport, Atlanta, GA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by DeKalb County 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 October 3, 1996 the FAA determined that the noise exposure maps submitted by DeKalb County under Part 150 were in compliance with applicable requirements. On April 25, 1997, the Administrator approved the DeKalb County noise compatibility program. Most of the recommendations of the program were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the DeKalb-Peachtree Airport noise compatibility program is April 25, 1997.

FOR FURTHER INFORMATION CONTACT: Atlanta Airports District Office, Campus Building, Attn: Ms. Lee Kyker, 1701 Columbia Ave., Suite 2-260, College Park, GA 30337-2747, Phone: (404) 305-7149.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for the DeKalb-Peachtree Airport, effective April 26, 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 programs to be developed in consultation with interested and affected parties including 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 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, 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 an FAA implementing Action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an 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 Airports District Office in Atlanta, Georgia.

DeKalb County submitted to the FAA on July 22, 1996 the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study update conducted from May 1996 through September 1996. The DeKalb-Peachtree Airport noise exposure maps were determined to be in compliance with applicable requirements on October 29, 1996. Notice of this determination was published in the **Federal Register** on November 6, 1996.

The DeKalb-Peachtree 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 2001. 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 October 29, 1996, 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 eleven noise abatement actions and seven land use measures 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 Administrator effective April 25, 1997.

Outright approval was granted for seven of the eleven noise abatement actions and all seven of the land use measures. No action is required at this time on noise abatement Action #2 concerning Standard Instrument Departures Buford 1, 2, & 3. Due to air traffic efficiency and workload, ATCT has recommended alterations to flight patterns modeled in the NCP. These alterations would need to be modeled to determine their noise mitigation benefits. Noise abatement action #4 concerning charted visual flight procedures arrival routes is disapproved due to the increased workload it would create on the Atlanta Approach control

while providing just minimal benefits. For purposes of Part 150, pursuit of funding for the cost benefit analysis of stage 2 night time use aircraft restrictions as an add-on to the Part 150 study is disapproved. With full implementation of the land use measures in this NCP, the sponsor will accomplish 100 percent mitigation within the DNL 65dB contour. Construction of a designated maintenance runup area on the west side of Runway 2R/20L is disapproved for purposes of Part 150 pending submission of additional information to make an informed analysis. Approved noise abatement actions include a runway use program, VFR departure routes, noise abatement pamphlet, airfield signage, automatic terminal advisory service, letter to airmen, and an annual review of the effectiveness of the noise compatibility program implementation. Approved land use measures include a voluntary land acquisition program in the 75, 70-74 and 65-69 Ldn contours, voluntary sound attenuation program, environmental review process, informal building code revision, and incorporation of finding and recommendations of the FAR Part 150 Noise Compatibility Study in the DeKalb County Comprehensive Plan.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on April 25, 1997. 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 DeKalb County.

Issued in College Park, Georgia, May 21, 1997.

Dell Jernigan,

Manager, Atlanta Airports District Office.

[FR Doc. 97-14090 Filed 5-28-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (97-02-U-OO-DUJ) To Use the Revenue From a Passenger Facility Charge (PFC) at Dubois-Jefferson County Airport, Dubois, PA

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 the revenue from a

PFC at Dubois-Jefferson County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before June 30, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. L.W. Walsh, Manager Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Robert W. Shaffer, Airport Manager of the Dubois-Jefferson County Airport at the following address: Clearfield-Jefferson Counties Regional Airport Authority, Box 299, Falls Creek, Pennsylvania 15840.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Clearfield-Jefferson Counties Regional Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. L.W. Walsh, Manager Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011 (Tel (717)-730-2831). The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Dubois-Jefferson County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 14, 1997, the FAA determined that the application to use the revenue from a PFC submitted by the Clearfield-Jefferson Counties Regional Airport Authority was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 12, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1995.

Proposed charge expiration date: March 1, 1998.

Total estimated PFC revenue: \$292,195.