

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.

*Brief description of proposed projects:*  
—Sewage/Water System  
—Emergency Generator

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi/  
Commercial Operators Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Clearfield-Jefferson Counties Regional Airport Authority.

Issued in Jamaica, New York, on May 20, 1997.

**Thomas Felix,**

*AIP Program Manager.*

[FR Doc. 97-14095 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-C-00-ERI) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Erie Municipal Airport, Erie, Pennsylvania

**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 impose and use the revenue from a PFC at the Erie Municipal 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. Lawrence W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert

August, Executive Director of the Erie Municipal Airport Authority at the following address: 4411 West 12th Street, Erie, Pennsylvania 16505.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Erie Municipal Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** L.W. Walsh, Manager Harrisburg Airports district Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011. 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 impose and use the revenue from a PFC at the Erie Municipal 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 15, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Erie Municipal 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 September 2, 1997.

The following is a brief overview of the application.

*Application number:* 97-02-C-00-ERI.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* June 1, 1997.

*Proposed charge expiration date:* July 1, 2001.

*Total estimated PFC revenue:* \$1,496,987.

*Brief description of proposed projects:* The PFC funds will be utilized to fund the following projects.

- Acquire Easement Runway approach
- Install Glycol Recovery System
- Purchase Snow Removal Tractor
- Upgrade Security System
- Rehabilitate Maintenance Snow Removal Storage Building
- Rehabilitate and expand Baggage Area
- Rehabilitate Jetway
- Airfield Expansion
- PFC Administration

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi/  
Commercial Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under “FOR FURTHER

INFORMATION CONTACT” and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Erie Municipal Airport Authority.

Issued in Jamaica, New York, on May 20, 1997.

**Thomas Felix,**

*AIP Program Manager.*

[FR Doc. 97-14094 Filed 5-28-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. 97-2525]

#### Notice of Request for Renewal of an Existing Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the requirement of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to renew the information collection that documents a railroad's cost of labor, materials, supplies, and equipment incurred when undertaking Federal-aid highway projects.

**DATES:** Comments must be submitted on or before July 28, 1997.

**ADDRESSES:** All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to