

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 Honolulu, Hawaii.

The State of Hawaii, Department of Transportation submitted to the FAA on January 25, 2000, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from May 1997 through November 1998. The Waimea-Kohala Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on February 14, 2000. Notice of this determination was published in the **Federal Register** on February 29, 2000.

The Waimea-Kohala Airport study contains a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. 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 14, 2000, 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 seven 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 Associate Administrator for Airports approved the overall program effective August 9, 2000.

Six of the seven program elements were approved. The following measure was approved as a voluntary measure: The State of Hawaii, Department of Transportation, Airports Division should remind pilots of the existing noise sensitive areas within the Airport environs and that the overflight of these areas should be avoided. The following five measures were approved outright: Use comprehensive planning and zoning to maintain compatible land use; Acquiring aviation easements from landowners that presently have compatible land but may become incompatible due to future development; Acquiring development rights from land owners which

presently own land that has a compatible land use; Review and modification of Subdivision Regulations; the use of tax incentives to maintain compatible land use. The following measure was disapproved pending submission of additional information: Land banking will allow DOTA to purchase, in fee, existing compatible properties to ensure that these properties would remain compatible land uses.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on August 9, 2000. 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 state of Hawaii, Department of Transportation, Airport Division.

Issued in Hawthorne, California on August 21, 2000.

Herman C. Bliss,

Manager, Airports Division, AWP-600, Western-Pacific Region.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (00-01-C-00-FHR) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Friday Harbor Airport, Submitted by the Port of Friday Harbor, Friday Harbor Airport, Friday Harbor, Washington

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 PFC revenue at Friday Harbor 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 October 5, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055-4056.

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

Simpson, Airport Manager, at the following address: P.O. Box 889, Friday Harbor, WA 98250.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Friday Harbor Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425) 227-2654, Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055-4056. 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 (00-01-C-00-FHR) to impose and use PFC revenue at Friday Harbor Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 28, 2000, the FAA determined that the application to impose and use the revenue from a PFC, submitted by the Port of Friday Harbor, Friday Harbor Airport, Friday Harbor, Washington, 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 November 28, 2000.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: September 1, 2000.

Proposed charge expiration date: June 30, 2005.

Total requested for use approval: \$226,806.

Brief description of proposed project: Land purchase (Lots 37, 44, 46, 47, 49 and 50); Stormwater improvements; Runway overlay; Runway safety area improvements; Taxiway lighting and signage; Snow removal equipment; Airport personnel training system; Pavement rehabilitation; Security fencing.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

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: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW, Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at the Friday Harbor Airport.

Issued in Renton, Washington on August 28, 2000.

David A. Field,

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

[FR Doc. 00-22624 Filed 9-1-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2000-7827]

Notice of Request for Comments on Renewing the Approval for Three Information Collections: Inspection, Repair and Maintenance; Driver Qualification Files; and Controlled Substances and Alcohol Use and Testing

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: This action informs the public that FMCSA intends to request the Office of Management and Budget (OMB) to renew approval for three information collections. The first information collection, "Inspection, Repair and Maintenance," relates to a motor carrier's responsibility for ensuring that employees safely maintain and operate its commercial motor vehicles. The second information collection, "Driver Qualification Files," relates to requirements that a motor carrier employ only safe drivers to operate its commercial motor vehicles. The third information collection, "Controlled Substances and Alcohol Use and Testing," relates to requirements that a motor carrier test certain commercial motor vehicle operators for controlled substance use and alcohol abuse. This notice is required by the Paperwork Reduction Act.

DATES: You must submit comments by November 6, 2000.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. Be sure to include the docket number appearing in the heading of this document on your comment. All comments received will

be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you would like to be notified when your comment is received, you must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically.

FOR FURTHER INFORMATION CONTACT:

Valerie Height, (202) 366-0901, Office of Policy, Plans and Regulation, Federal Motor Carrier Safety Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC, 20590. Office hours are from 7:30 a.m. to 4 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

1. *Title:* Inspection, Repair and Maintenance.

OMB Number: 2126-0003.

Background: Motor carriers must maintain, or require maintenance of, records documenting the inspection, repair and maintenance activities performed on their owned and leased motor vehicles. There are no prescribed forms. The records are used by the FMCSA and its representatives to verify motor carriers' compliance with the inspection, repair, and maintenance standards in part 396 of the Federal Motor Carrier Safety Regulations.

Respondents: Motor carriers, commercial motor vehicle (CMV) drivers.

Estimated Total Annual Burden: 31,484,826 hours.

2. *Title:* Driver Qualification Files.

OMB Number: 2126-0004.

Background: Motor carriers must maintain a driver qualification file for each CMV driver they employ. The file contains the minimum amount of information necessary to document that a driver is qualified to drive a CMV in interstate commerce.

Motor carriers and the FMCSA primarily use the driver's qualification file to ensure that a person: (1) is physically qualified to safely operate a CMV; (2) has the experience and/or training to safely operate the type(s) of CMV he or she will be assigned to drive; (3) has the appropriate driver's license; and (4) has not been disqualified to operate a CMV.

Respondents: Motor carriers and CMV drivers.

Estimated Total Annual Burden: 941,856 hours.

3. *Title:* Controlled Substances and Alcohol Use and Testing.

OMB Number: 2126-0012.

Background: Motor carriers must conduct alcohol and controlled

substances testing on their CMV drivers who drive larger CMVs (over 26,000 lbs.) requiring a commercial driver's license. The FMCSA uses the information collected to determine whether the motor carriers are using drivers who are alcohol-free and drug-free while driving trucks, buses, and other commercial motor vehicles. The reporting survey of the management information system (MIS) allows the agency to adjust the random testing rates for the industry when the industry shows performance improvements. The agency bases the adjustment upon the results of a small, statistically significant sample of motor carriers.

The FMCSA has significantly reduced the estimated total annual burden for this information collection. The agency calculated burdens for OMB No. 2126-0012 using a uniform method jointly developed by the Office of the Secretary, Department of Transportation (DOT) and each of the DOT modal administrations. Many of the paperwork burdens included in the old estimate for OMB No. 2126-0012 were eliminated because they are more appropriately accounted for under information collections relating to the DOT regulations for alcohol and controlled substances testing and Department of Health and Human Services Regulations for drug testing.

Respondents: 650,000 motor carriers.

Estimated Total Annual Burden: 573,490 hours.

Public Comments Invited

We invite you to comment on any aspect of these information collections, including, but not limited to (1) whether the information collection is necessary and useful for the FMCSA to meet its goal of reducing truck crashes; (2) the accuracy of the estimated burdens; (3) ways to improve the quality, usefulness, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. We will summarize and/or include all comments submitted in response to this notice in our request for OMB's clearance of these information collections.

Electronic Access and Filing

You may submit or retrieve comments online through the Docket Management System (DMS) at <http://dmses.dot.gov/submit>. Acceptable formats include: MS Word (versions 95 to 97), MS Word for Mac (versions 6 to 8), Rich Text File (RTF), American Standard Code Information Interchange (ASCII)(TXT), Portable Document Format (PDF), and WordPerfect (versions 7 to 8). The DMS is available 24 hours each day, 365 days