

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Agency Information Collection Activity Under OMB Review**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collection. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on March 8, 2004, pages 10806–10807.

DATES: Comments must be submitted on or before June 28, 2004. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267–9895.

SUPPLEMENTARY INFORMATION:**Federal Aviation Administration (FAA)**

Title: Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120–0508.

Form(s): N/A.

Affected Public: A total of 6 airplane engine manufacturers.

Abstract: The date of manufacture and compliance status stamped on a nameplate of each turbojet engine permits rapid determinations by FAA inspectors, owners, and operators whether an engine can legally be installed and operated on an aircraft in the United States.

Estimated Annual Burden Hours: An estimated 100 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 the information will have practical utility; the accuracy of the Department's estimates 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 May 21, 2004.

Judith D. Street,

FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.

[FR Doc. 04–12068 Filed 5–27–04; 8:45 am]

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SUPPLEMENTARY INFORMATION:**Federal Aviation Administration (FAA)**

Title: Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120–0569.

Form(s): FAA Forms 5100–100, 5100–101, 5100–108, 5100–126, 5100–127, 5370–1.

Affected Public: A total of 1,950 airport sponsors and planning agencies.

Abstract: The FAA collects information from airport sponsors and planning agencies in order to administer the Airports Grants Program. Data is used to determine eligibility, ensure proper use of Federal Funds, and ensure project accomplishments.

Estimated Annual Burden Hours: An estimated 86,028 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 the information will have practical utility; the accuracy of the Department's estimates 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 May 24, 2004.

Judith D. Street,

FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.

[FR Doc. 04–12177 Filed 5–27–04; 8:45 am]

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SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Air Taxi and Commercial Operator Airport Activity Survey.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0067.

Form(s): FAA Form 1800-31.

Affected Public: A total of 4,874 aviation trainers.

Abstract: Enplanement data collected from air taxi and commercial operators are required for the calculation of air carrier airport sponsor apportionments as specified by the Airport Improvement Program (AIP), and 49 U.S.C. Part A, Air Commerce Safety, and Part B, Airport Development and Noise.

Estimated Annual Burden Hours: An estimated 563 hours annually.

Comments are invited on: Whether the proposed collection of information is 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 estimates 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 May 24, 2004.

Judith D. Street,

FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.

[FR Doc. 04-12178 Filed 5-27-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program Update And Request for Review; LeHigh Valley International Airport, Allentown, PA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by LeHigh-Northampton Airport Authority (LNAA) for LeHigh Valley International Airport (ABE) under the provisions of 49 U.S.C. 47501 *et. seq* (Aviation Safety and Noise

Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is May 14, 2004.

FOR FURTHER INFORMATION CONTACT: Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, Pennsylvania 17011 (717) 730-2833.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for ABE are in compliance with applicable requirements of Part 150, effective May 14, 2004. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by LNAA. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of part 150 includes: The NEM graphics (Figure 31, depicting noise contours for the year 2003 "existing conditions" and Figure 32, depicting noise contours for the 2008 forecast conditions) and supporting documentation required by sections 150.21 and A150.101. The supporting documentation includes:

- (1) Runway locations, airport boundaries, noise contours, locations of noise-sensitive structures and properties on or eligible for the National Register of Historic Places (Figures 31 and 32, and section 5.1),
- (2) Flight tracks (Figures 36 through 45),
- (3) Estimates of number of people within the noise contours (section 5.5),

(4) Location of noise monitoring sites (Figure 11 and section 3.2),

(5) Operational assumptions, including fleet mix (section 5.6),

(6) Planned airport development, jurisdictional boundaries, runway end numbers, (Figures 34 and 35, and NEM graphics Figures 31 and 32),

(7) Evidence of consultation required by the regulation (section 6 and Appendix B).

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on May 14, 2004.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill,