

*Respondents:* pipeline operators.

*Form(s):* DOT 7000-1.

*Average Burden Hours Per Response:* 12 minutes.

*DOT No:* 4101

*OMB No:* 2137-0578.

*Administration:* Research and Special Programs Administration.

*Title:* Reporting Safety-Related Conditions on Gas, Hazardous Liquid, and Carbon Pipelines and Liquefied Natural Gas Facilities.

*Need for Information:* 49 USC 60102 requires each operator of a pipeline facility (except master meter) to submit to DOT a written report on any safety-related condition that causes or has caused a significant change or restriction in the operation of a pipeline facility or a condition that is a hazard to life, property or the environment.

*Proposed Use of Information:* This information will be used by the Research and Special Programs Administration to monitor the corrective actions proposed by operators in order to prevent the occurrence of an incident or accident.

*Frequency:* On occasion.

*Burden Estimate:* 342 hours.

*Respondents:* Gas, Hazardous Liquid, Carbon Dioxide, and Liquefied Natural Gas Operators.

*Form(s):* None.

*Average Burden Hours Per Response:* 6 hours.

*DOT No:* 4102

*OMB No:* 2115-New.

*Administration:* U.S. Coast Guard.

*Title:* Operational Measures for Existing Tank Vessels 5,000 Gross Tons or Greater without Double Hulls.

*Need for Information:* Title 46 USC 3703A mandates that regulations be established to provide improved protection from oil spills in waters subject to the jurisdiction of the United States due to collisions and groundings.

*Proposed Use of Information:* Coast Guard inspectors will use this information to determine if a vessel is in compliance with the regulations or in case of a casualty, whether failure to meet these proposed regulations contributed to the casualty.

*Frequency:* Annually.

*Burden Estimate:* 76,908 hours.

*Respondents:* Master, owner or operator of tank vessels.

*Form(s):* None.

*Average Burden Hours Per Response:* 55 hours reporting; 37 hours recordkeeping.

Issued in Washington, DC, on August 4, 1995.

**Ray Reynaldo,**

*Computer Specialist, Information Resource Management (IRM) Strategies Division.*

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### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review Westover Metropolitan Airport/Air Reserve Base Chicopee, Massachusetts

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure map for Westover Metropolitan Airport/Air Reserve Base, as submitted by the Westover Metropolitan Development Corporation under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150, is in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Westover Metropolitan Airport/Air Reserve Base under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before January 27, 1996.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure map and of the start of its review of the associated noise compatibility program is July 31, 1995. The public comment period ends on September 29, 1995.

**FOR FURTHER INFORMATION CONTACT:** John C. Silva, Federal Aviation Administration, New England Region, Airports Division, ANE-600, 12 New England Executive Park, Burlington, Massachusetts 01803.

Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure map submitted for Westover Metropolitan Airport/Air Reserve Base is in compliance with applicable requirements of part 150, effective July 31, 1995. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before January 27, 1996. This notice also announces the availability of

this program for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA a noise exposure map which meets applicable regulations and which depicts noncompatible land uses as of the date of submission of such map, a description of projected aircraft operations, and the ways in which such operations will affect such map. The Act requires such map 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 a noise exposure map that is found by FAA to be in compliance with the requirements of Federal Aviation Regulation (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken, or proposes, for the introduction of additional noncompatible uses.

The Westover Metropolitan Development Corporation submitted to the FAA on January 26, 1994, a noise exposure map, descriptions, and other documentation which were produced during the Airport Noise Compatibility Planning (part 150) study at Westover Metropolitan Airport/Air Reserve Base from October 1990 to June 1995. It was requested that the FAA review this material as the noise exposure map, as described in section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act.

The FAA has completed its review of the noise exposure map and related descriptions submitted by Westover Metropolitan Airport/Air Reserve Base. The specific maps under consideration were Figures 10.1, "Westover Metropolitan Airport/ARB Existing Case Ldn Contours" and 10.3, "Westover Metropolitan Airport/ARB Forecast Case Ldn Contours", along with the supporting documentation in "Westover Metropolitan Airport/Air Reserve Base; FAR part 150 Documentation; Noise Exposure Map". The FAA has determined that the maps for Westover Metropolitan Airport/Air Reserve Base development Corporation are in compliance with applicable requirements. This determination is effective on July 31, 1995.

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 103 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 map to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 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 a noise exposure map. 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 which submitted the map, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 or FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Westover Metropolitan Airport/Air Reserve Base, also effective on July 31, 1995. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before January 27, 1996. The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with

specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Westover Metropolitan Airport, 3911 Pendleton Avenue, Chicopee, Massachusetts 01022  
Federal Aviation Administration, New England Region, Airports Division, ANE-600, 12 New England Executive Park, Burlington, Massachusetts 01803.

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

Issued in Burlington, Massachusetts on July 31, 1995.

**Vincent A. Scarano,**

*Manager, Airports Division, New England Region.*

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BILLING CODE 4910-13-M

### **Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Monthly notice of PFC approvals and disapprovals. In July 1995, there were six applications approved. Additionally, four approved amendments to previously approved applications are listed.

**SUMMARY:** The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

#### **PFC Applications Approved**

*Public Agency:* City of Chicago, Department of Aviation, Chicago, Illinois.

*Application Number:* 95-03-C-00-MDW.

*Application Type:* Impose and use PFC revenue.

*PFC Level:* \$3.00.

*Total Approved Net PFC Revenue:* \$11,916,250.

*Charge Effective Date:* August 1, 1998.

*Estimated Charge Expiration Date:* March 1, 2000.

*Class of Air Carriers not Required to Collect PFC's:* Air taxi operators.

*Determination:* Approved. Based on information contained in the public

agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Midway Airport.

*Brief Description of Projects Approved for Use:* Runway 13L/31R rehabilitation, Landside pavement replacement.

*Brief Description of Projects Approved for Collection and Use:* Midway terminal development planning/design, Airfield lighting control panel, Land acquisition, parcels 50, 57, 64, 65, 66, 68, 70, and 71, Update Part 150, Demonstration home soundproofing.

*Brief Description of Project Approved for Collection:* Runway 4R/22L reconstruction.

*Brief Description of Disapproved Project:* Runway arrestment system.

*Determination:* Disapproved. The FAA has determined the runway arrestment system project is ineligible for Airport Improvement Program (AIP) funding as per FAA Order 5100.38A, paragraph 521(a). The proposed development is not consistent with FAA design and engineering standards. Accordingly, the FAA has determined that this project does not meet the requirements of § 158.15(b)(1).

*Decision Date:* July 5, 1995.

#### **FOR FURTHER INFORMATION CONTACT:**

Louis H. Yates, Chicago Airports District Office, (708) 294-7335.

*Public Agency:* City of Syracuse, New York.

*Application Number:* 95-01-C-00-SYR.

*Application Type:* Impose and use PFC revenue.

*PFC Level:* \$3.00.

*Total Approved Net PFC Revenue:* \$9,699,050.

*Charge Effective Date:* October 1, 1995.

*Estimated Charge Expiration Date:* October 1, 1998.

*Class of Air Carriers Not Required to Collect PFC's:* Air taxi/commercial operators filing FAA Form 1800-31.

*Determination:* Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Syracuse Hancock International Airport.

*Brief Description of Projects Approved for Collection and Use:* Terminal area deicing collection and concrete parking pads, Relocate taxiway H west and widen taxiways J and H east.

*Brief Description of Project Approved for Collection:* Land acquisition for parallel runway 10L/28R.

*Decision Date:* July 20, 1995.