

**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 (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected cost and burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collections of information was published on July 16, 1996 [FR 61, page 37104].

**DATES:** Comments must be submitted on or before November 4, 1996.

**FOR FURTHER INFORMATION CONTACT:** Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-4387.

**SUPPLEMENTARY INFORMATION:**

Bureau of Transportation Statistics (BTS)

1. *Title:* Reporting Required for International Civil Aviation Organization (ICAO).

*Type of Request:* Extension of a currently approved information collection.

*OMB Control Number:* 2138-0039.

*Form Number:* BTS Form EF.

*Affected Public:* Large certificated air carriers.

*Abstract:* As a party to the Convention on International Civil Aviation Organization (ICAO) (Treaty), the United States is obligated to provide ICAO with financial and statistical data on operations of U.S. air carriers. Over 99 percent of the data filed with ICAO is extracted from the air carriers' Form 41 submissions to DOT. BTS Form EF is the means by which BTS supplies the remaining one percent of the air carrier data to ICAO.

*Estimated Annual Burden:* The total estimated annual burden hours is 26.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention OST 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 estimate 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 September 26, 1996.

Phillip A. Leach,

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 96-25495 Filed 10-3-96; 8:45 am]

**BILLING CODE 4910-62-P**

**Aviation Proceedings; Agreements Filed During the Week Ending 9/27/96**

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days of date of filing.

*Docket Number:* OST-96-1728.

*Date filed:* September 23, 1996.

*Parties:* Members of the International Air Transport Association.

*Subject:* TC12 Telex Mail Vote 827; South Atlantic-Europe Reso 003b; Amendment to Mail Vote; Intended effective date: October 21, 1996.

*Docket Number:* OST-96-1729.

*Date filed:* September 23, 1996.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC1 0003 dated August 30, 1996; Areawide Resolutions R1-6; PTC1 0006 dated August 30, 1996; Longhaul Resolutions r7-63; Tables—PTC1 Fares 0004 dated September 20, 1996; Intended effective date: January 1, 1997.

*Docket Number:* OST-96-1737.

*Date filed:* September 23, 1996.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC23 EUR-SASC 0002 dated September 20, 1996 r1-3; PTC23 EUR-SASC 0003 dated September 20, 1996 r4-10; Europe-South Asian Subcontinent Expedited Resos; Intended effective date: as early as October 15, 1996.

Paulette V. Twine,

*Chief Documentary Services Division.*

[FR Doc. 96-25454 Filed 10-3-96; 8:45 am]

**BILLING CODE 4910-62-P**

**Federal Aviation Administration****Kansas City International Airport, Kansas City, Missouri; FAA Approval of Noise Compatibility Program**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the city of Kansas City under the provisions of Title I of the Aviation Safety and Noise Abatement Act (ASNA) 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 February 9, 1996, the FAA determined that the Noise Exposure Maps submitted by the city of Kansas City under part 150 were in compliance with applicable requirements. On August 5, 1996, the Associate Administrator for Airports approved the Kansas City International Airport Noise Compatibility Program. Of the 24 recommended measures, 19 measures were approved, one measure was partially approved, 3 measures were disapproved for part 150 purposes, and one measure was disapproved pending further submittal of information. While three measures were disapproved because they did not meet part 150 criteria, they were zoning measures that the FAA would encourage Kansas City to implement as a local measure outside of the part 150 process.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Kansas City International Airport Noise Compatibility Program is August 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** Moira D. Keane, ACE-615B, Federal Aviation Administration, Airports Division, 601 E. 12th St., Kansas City, Missouri 64106. Telephone No. (816) 426-4731. Documents reflecting this FAA action may be obtained from the same individual.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for the Kansas City International Airport, effective August 5, 1996.

Under Section 104(a) the Aviation Safety and Noise Abatement Act (ASNA) of 1979, 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 local communities, government

agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with 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 Aviation Safety and Noise Abatement Act of 1979, 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;

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 Regional Office in Kansas City, Missouri.

The city of Kansas City submitted to the FAA on August 14, 1995, the Noise

Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study. The Kansas City International Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on February 9, 1996. Notice of this determination was published in the Federal Register on February 26, 1996.

The Kansas City International 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 beyond the year 1998. 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 9, 1996, and was required by a provision in the Act to approve or disapprove the program within 180 days. 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 24 proposed actions for noise abatement and 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 Associate Administrator effective August 5, 1996.

Outright approval was granted for 19 of the 24 program elements, one measure was partially approved, 3 measures were disapproved for part 150 purposes, and one measure was disapproved pending further submittal of information. Some of the approved noise abatement measures include establishment of informal preferential runway use program to favor north flow, acquisition of ten homes south of the airport within DNL 65 dB based on 1998 Noise Compatibility Plan, acquisition of aviation easements over three residences within DNL 65 dB based on 1998 Noise Compatibility Plan, and implementation or maintenance of numerous zoning measures.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator on August 5, 1996. 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 for the Kansas City International Airport. Questions may be directed to the individual named above under the

heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Kansas City, Missouri, on September 24, 1996.

George A. Hendon,

Manager, Airports Division.

[FR Doc. 96-25545 Filed 10-3-96; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-96-46]

**Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued**

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

**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before October 23, 1996.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Mr. Fred Haynes, (202) 267-3939, or Ms. Marisa Mullen, (202) 267-9681, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800