

DATES: Submit any comments to OMB and FAA by October 14, 1997.

SUPPLEMENTARY INFORMATION:

Title: Commercial Passenger-Carrying Operations in Single Engine Aircraft under Instrument Flight Rules.

Need: The information collection associated with Part 135 is necessary to ensure the continued airworthiness of the affected single engine aircraft used in air transportation. The recordkeeping requirements reflect the continued airworthiness of the affected operators, inasmuch as these amendments required maintenance for the newly-required, redundant electrical and vacuum systems.

Respondents: 1800 operators.

Frequency: (Recordkeeping) Approximately five times annually for engine trend monitoring recordkeeping, i.e., oil analysis processing and recordkeeping; one time recording of the maintenance procedures required for the redundant electrical and vacuum systems.

Burden: The FAA conservatively estimates that, on average, the rule would require six additional work hours per year during the first year for each of the approximately 1800 affected carriers, for an estimated 10,800 on-demand operators potentially affected by this rule. However, the FAA does not know how many operators will take the necessary steps to comply with the regulation and gain the benefits of so doing. Therefore, the FAA considers this estimate to be overstated, and seeks comments on this estimate.

For Further Information: or to obtain a copy of the request for clearance submitted to OMB, you may contact Ms. Judy Street at the Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may be submitted to the FAA at the address above and to Office of Information and Regulatory Affairs, Office of Management and Budget, Room 10202, Attention FAA Desk Officer, 725 17th Street, NW., Washington, DC 20503.

Issued in Washington, DC, on August 8, 1997.

Steve Hopkins,

Manager, Corporate Information Division, ABC-100.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of Draft Environmental Impact Statement (EIS), Notice of Public Comment Period and Schedule of Public Hearings

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability, notice of comment period, notice of public hearings.

SUMMARY: In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is preparing an Environmental Impact Statement (EIS) for Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International and LaGuardia Airports, New York, New York. A Draft EIS document has been prepared and is available for public review and comment. Written request for the Draft EIS and written comments for the Draft EIS can be submitted as follows: Federal Aviation Administration, Office of the Chief Counsel, Attention: Docket No. 28365, 800 Independence Avenue, Washington, DC 20591. Public hearings will be held on September 17 and 18, 1997. The public comment period will commence August 22, 1997 and will close on October 10, 1997.

DATES: The start of the comment period on Draft EIS will be concurrent with the **Federal Register** notice of availability as filed by the Environmental Protection Agency. The comment period will start on August 22, 1997 and will end on October 10, 1997. Public hearings on the Draft EIS will be held on Wednesday evening September 17, Thursday afternoon September 18, and Thursday evening September 18. On Wednesday evening September 17, 1997, information exhibits will open at 6:30 p.m., and presentations and comments will start at 7:00 p.m. On Thursday afternoon September 18, 1997, exhibits will open at 12:30 p.m. and presentation and public comments will begin at 1:00 p.m., and on Thursday evening October 18, 1997, exhibits will open at 6:30 and the presentation and comments will begin at 7:00 p.m.

ADDRESSES: Locations for the public hearings are as follows: Wednesday evening, September 17, 1997, 6:30 p.m., The Bach Club, Ocean Room, 129 Beach 116th Street, Rockaway Park, NY 11694. Thursday afternoon September 18, 1997, 12:30 p.m., The Playhouse Theater,

Kingsborough Community College, The City University of New York, 2001 Oriental Boulevard, Brooklyn, NY 11235. Thursday evening September 18, 1997, 6:30 p.m., The Mill Basin School, PS 236, 6302 Avenue U, Brooklyn, NY 11234.

Written requests for the Draft EIS and written comments on the Draft EIS should be submitted to the FAA as follows: Federal Aviation Administration, Attention: Office of the Chief Counsel, AGC-200, Docket No. 28365, 800 Independence Avenue, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Jerome D. Schwartz, Environmental Specialist, Federal Aviation Administration, Wind Shear and Weather Radar Products Team, AND-420, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-9841.

SUPPLEMENTARY INFORMATION: In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is preparing an Environmental Impact Statement (EIS). The Draft EIS analyzes potential impacts from the installation of the proposed Terminal Doppler Weather Radar (TDWR) and alternative technologies. Public hearings on the Draft EIS will be held the evenings of September 17 and 18, and the afternoon of September 18, 1997. For meeting details see above **DATES** and **ADDRESSES** sections.

Comments from interested parties on the Draft EIS are encouraged and may be presented verbally at a public hearing or may be submitted in writing to the FAA at Federal Aviation Administration, Attention: Office of Chief Counsel, ACG-200, Docket 28365, 800 Independence Avenue, SW, Washington, DC 20591. The public comment period will close on Friday October 10, 1997.

Sign interpretation will be available if requested at least five calendar days before the meetings at which it is requested.

Issued in Washington, DC on August 12, 1997.

Daniel P. Salvano,

Acting Director, Communications, Navigation, and Surveillance Systems, AND-1.

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