

issuance of regulations governing the use of navigable airspace. The reporting and recordkeeping requirements of 14 CFR Part 91 prescribes rules governing the operation of aircraft (other than moored balloons, kites, rockets and unmanned free balloons) within the United States. The reporting and recordkeeping requirements prescribed by various sections of Part 91 are necessary for FAA to ensure compliance with these provisions.

Annual Estimated Burden Hours: 231,064.

Addressee: 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 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.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC on February 16, 1999.

Vanester M. Williams,

Clearance Officer, Department of Transportation.

[FR Doc. 99-4547 Filed 2-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1999-5042]

Agency Information Collection Activities Under OMB Review; Correction

AGENCY: Coast Guard, DOT.

ACTION: Request for comments; correction.

SUMMARY: This document contains a correction to the request for comments published on page 5851 of the Friday, February 5, 1999 issue of the **Federal Register**. That document requested public comments on Information Collection Requests (ICR) that the Coast Guard intends to submit to the Office of Management and Budget (OMB). The

ADDRESSES section and the Request for Comments Section of that document contained an incorrect docket number to reference when mailing comments to the docket management facility. The correct docket number is (USCG-1999-5042). This document corrects that error by removing the incorrect docket numbers and replacing them with the correct ones.

DATES: This correction is effective on February 24, 1999.

ADDRESSES: The public docket for this document is maintained at the Docket Management Facility, (USCG-1999-5042), U.S. Department of Transportation, Room PL-104, 400 Seventh Street, SW., Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Barbara Davis, Office of Information Management, 202-267-2326, for questions on this document. Should there be questions on the docket, contact Dorothy Walker, Chief, Documentary Services Transportation, 202-366-9330.

Correction

In the request for comments FR Doc. 99-2828 (USCG-1999-5042), published February 5, 1999, in the second column of page 5851, in the first sentence of the **ADDRESSES** section, correct "(USCG-199-)" to read "(USCG-1999-5042)" and in the third column of page 5851, in second sentence of the Request for Comments section, correct "(USCG-1999-)" to read "(USCG-1999-5042)."

Dated: February 12, 1999.

G.N. Naccra,

Rear Admiral, U.S. Coast Guard, Director of Information and Technology.

[FR Doc. 99-4591 Filed 2-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice: Receipt of Noise Compatibility Program and Request for Review; Rickenbacker International Airport, Columbus, OH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Rickenbacker Port Authority for Rickenbacker International Airport 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 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Rickenbacker International Airport under Part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before July 21, 1999.

DATES: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is January 22, 1999. The public comment period ends March 23, 1999.

FOR FURTHER INFORMATION CONTACT: Mary Jagiello, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111. 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 maps submitted for Rickenbacker International Airport are in compliance with applicable requirements of Part 150, effective January 22, 1999. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before July 21, 1999. 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 noise exposure maps which meet applicable regulations and which depict noncompatible 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 the FAA to be in compliance with the requirements of Federal Aviation Regulations (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 reduction of existing noncompatible uses and for the