

PREP SCHEDULE—INDUSTRY-LED EXERCISES

Area	IND ²	Date/qtr	Lead
Calendar Year 2001			
Guam Area (MSO Guam OSC)	v		
San Diego, CA Area (MSO San Diego OSC)	f		
Morgan City Area (MSO Morgan City OSC)	v		
EPA Region VII Area (EPA OSC)	f (nonmtr)		
Long Island Sound Area (COTP Long Island Sound)	f		
Savannah Area (MSO Savannah)	p		
Southern Coastal NC Area (MSO Wilmington OSC)	v		
San Francisco Bay & Delta Region Area (MSO San Francisco OSC)	f (mtr)		
Duluth-Superior Area (MSO Duluth OSC)	f		
EPA Region V Area (EPA OSC)	f		
South Texas Coastal Zone Area (MSO Corpus Christi OSC)	v		
LA/LB North Area (MSO LA/LB OSC)	v		
Prince William Sound (MSO Valdez OSC)	p		
Calendar Year 2002			
Eastern Wisconsin Area (MSO Milwaukee OSC)	v		
EPA Oceania Area (EPA OSC)	f (non-mtr)		
Eastern Great Lakes Area (MSO Buffalo OSC)	f (mtr)		
EPA Region II (EPA OSC)	p		
Tampa Area (MSO Tampa OSC)	v		
Northwest Area (MSO Puget Sound OSC)	v		
Southern LA/LB Area (MSO LA/LB OSC)	f (mtr)		
Virginia Coastal Area (MSO Hampton Rds OSC)	f (mtr)		
Maine/New Hampshire Area (MSO Portland OSC)	v		
EPA Region VI Area (EPA OSC)	f (non-mtr)		
Providence Area (MSO Providence OSC)	v		
Houston/Galveston Area (MSO Houston/Galveston OSC)	p		

¹ Quarters: 1 (Jan–March); 2 (April–June); 3 (July–Sept); 4 (Oct–Dec). Note also that calendar year 2000 exercise areas and dates are fixed. For 2001 and 2002 government-led area exercises, the designated areas are fixed, the actual quarter in which a listed area will be exercised is subject to change based on workload projections in each of those areas as the exercise year approaches.

² Industry: v—vessel; f (mtr)—marine transportation-related facility; f (nonmtr)—nonmarine transportation-related facility; p—pipeline.

Dated: February 25, 2000.

Joseph J. Angelo,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 00–5486 Filed 3–6–00; 8:45 am]

BILLING CODE 4910–15–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities 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 Requests (ICR) abstracted below have been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collections of information was

published on October 7, 1999, [FR 64, pages 54720–54721].

DATES: Comments must be submitted on or before April 5, 2000. 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:

1. *Title:* Certification of Repair Stations—FAR Part 145.

Type of Request: Extension of currently approved collection.

Control Number: 2120–0010.

Form(s): FAA Form 8310–3.

Affected Public: An estimated 1100 applicants who wish repair station certification.

Abstract: Information is collected from applicants who wish repair station certification. Applicants submit FAA Form 8310–3 to the appropriate FAA district office for review. If the application is satisfactory, an onsite inspection is conducted. When all the requirements have been met, an air agency certificate and repair station operations specifications with appropriate ratings and limitations are issued.

Estimated Annual Burden Hours: 304,647 burden hours annually.

2. *Title:* Operating Requirements: Commuter and On-Demand Operation.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120–0039.

Form(s): FAA Form 8070–1.

Affected Public: An estimated 2765 air carrier and commercial operators.

Abstract: Each operator who seeks to obtain, or is in possession of, an air carrier or FAA operating certificate must comply with the requirements of 14 CFR Part 135 in order to maintain data which is used to determine if the carrier is operating in accordance with minimum safety standards.

Estimated Annual Burden Hours: 1,128,904 burden hours annually.

3. *Title:* Recording of Aircraft Conveyance and Security Documents.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120–0043.

Form(s): AC Form 8050–41.

Affected Public: 55,406 respondents.

Abstract: Approval is needed for security conveyances, such as mortgages, submitted by the public for recording against aircraft, engines, propellers, and spare parts locations.

Estimated Annual Burden Hours: 55,406 burden hours annually.

4. *Title:* Fleet and Operations Reporting; Grand Canyon National Park.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0606.

Form(s): N/A.

Affected Public: 24 operators.

Abstract: Each operator conducting air tours in the Grand Canyon National Park must comply with the collection requirements for that airspace. The FAA will use the information it collects and reviews to monitor compliance with the regulations and, if necessary, take enforcement action against violators of the regulations.

Estimated Annual Burden Hours: 48 burden 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 collections of information are 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 collections; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on March 2, 2000.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 00-5491 Filed 3-6-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Cleveland for Cleveland Hopkins 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 Cleveland Hopkins International Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before August 23, 2000.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and the start of its review of the associated noise compatibility program is February 25, 2000. The public comment period ends April 25, 2000.

FOR FURTHER INFORMATION CONTACT: Lawrence King, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7293. 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 Cleveland Hopkins International Airport are in compliance with applicable requirements of part 150, effective February 25, 2000. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before August 23, 2000. 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 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 bound by 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 non-compatible uses and for the

prevention of the introduction of additional non-compatible uses.

The City of Cleveland submitted to the FAA on February 23, 2000 noise exposure maps, descriptions and other documentation which were produced during a noise compatibility planning study conducted from January 1998 through February 2000. It was requested that the FAA review this material as the noise exposure maps, 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 maps and related descriptions submitted by the city of Cleveland. The specific maps under consideration are the current Noise Exposure Map depicted as Exhibit 1-1 and the 2006 Noise Exposure Map depicted as Exhibit 1-3 in the submission. The FAA has determined that these maps for Cleveland Hopkins International Airport are in compliance with applicable requirements. This determination is effective on February 25, 2000. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the map 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 maps 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 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 which submitted those maps, or with those public agencies and planning agencies with which