

burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of collection. The following is a synopsis of the information collection activity which will be submitted to OMB for review and approval:

Section 155 of the "Wendell H. Ford Aviation Investment and Reform Act for the 21st Century" (AIR 21) requires that, beginning in fiscal year 2001, a covered airport must submit a written competition plan to the Secretary/Administrator in order to receive approval to impose a PFC or to receive a grant under the AIP. A covered airport is further defined as a medium or large hub airport at which one or two air carriers control more than 50 percent of the passenger boardings. As of the time of the publication of this notice, there were 41 covered airports identified by the Secretary/Administrator. These airports would file such a plan annually to the Secretary/Administrator. However, the burden associated with subsequent annual submittals is expected to be substantially less than with the initial submittal.

As specified by AIR 21, the competition plan is required to include information on the availability of airport gates and related facilities, leasing and sub-leasing arrangements, gate-use requirements, patterns of air service, gate-assignment policy, financial constraints, airport controls over air- and ground-side capacity, whether the airport intends to build or acquire gates that would be used as common facilities, and airfare levels compared to other large airports. In addition to this information, the Secretary/Administrator is required to review any such plan to ensure it meets these requirements and review the implementation of the plan at each covered airport.

Although the information needed to prepare such a plan should be readily available to the airports, it will be necessary for each airport to coordinate, compile, and produce the information in the form of a competition plan. At 41 submittals in the first year at a 120 hour rate = 4,920 hours. Costs associated with meeting this requirement for the 41 submittals at the 120 hour rate = 4,920 hours  $\times$  \$30 per hour = \$147,600. Subsequent plan submittals at 41 submittals per year at a 30 hour rate would equal 1,230 hours. Costs associated with meeting this requirement for the 41 submittals at the 30 hour rate = 1,230 hours  $\times$  \$30 per hour = \$36,900.

In addition, each covered airport must keep sufficient records for the Secretary/Administrator to make these

determinations. Time for recordkeeping associated with this requirement at 41 locations per year at the 25 hour rate = 1,025 hours. Costs associated with meeting this requirement for the 41 submittals at the 25 hour rate = 1,025 hours  $\times$  \$30 per hour = \$30,750.

The total reporting and recordkeeping burden for the first year is estimated to be 5,945 with a corresponding estimated cost of \$178,350. The total reporting and recordkeeping burden for subsequent years is estimated to be 2,255 hours with a corresponding estimated cost of \$67,650.

The information collected from this form allows the FAA to approve the collection of PFC revenue and issue grants-in-aid under the AIP for projects which preserve or enhance safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers.

It is also noted that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. When assigned by OMB, the control number will be published in the **Federal Register**.

Issued in Washington, DC on August 9, 2000.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice For Waiver Of Aeronautical Land-use Assurance Aurora Municipal Airport, Aurora, IL

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

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is giving notice that a portion of the airport (a portion of Parcel E, 0.239 acres located along the north side of U.S. Highway 30 and east the intersection of U.S. Highway 30 and the airport entrance road, presently used as open land for control of FAR Part 77 surfaces and compatible land use) is not needed for aeronautical use, as shown on the Airport Layout Plan. There are no impacts to the airport by allowing the airport to dispose of the property. Parcel

E was acquired on January 10, 1962, under FAA Project Number 9-11-029-5901. In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose. The release of this portion of Parcel E will provide additional right-of-way for the construction of a deceleration and left turn lane on US Highway 30 at the entrance to the Aurora Municipal Airport. The improvements are for the benefit of the Aurora Municipal Airport to improve safety for left hand turns into the airport.

**DATES:** Comments must be received on or before September 18, 2000.

**FOR FURTHER INFORMATION CONTACT:** Denis Rewerts, Program Manager, 2300 East Devon Avenue, Des Plaines, IL, 60018. Telephone Number 847-294-7195/FAX Number 847-294-7046. Documents reflecting this FAA action may be reviewed at this same location or at Aurora Municipal Airport, Aurora, Illinois.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA intends to authorize the disposal of the subject airport property at Aurora Municipal Airport, Aurora, Illinois. Approval does not constitute a commitment by the FAA to financially assist in disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. The disposition of proceeds from the disposal of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

Issued in Des Plaines, Illinois on August 4, 2000.

**Pene A. Beversdorf,**

*Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lovell Field Airport, Chattanooga, Tennessee

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