

Transportation, 202-366-5149, for questions on the docket.

### Request for Comments

The Coast Guard encourages interested persons to submit comments. Persons submitting comments should include their names and addresses, identify this document [USCG 2002-11351], and give the reasons for the comments. Please submit all comments and attachments in an unbound format no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped self-addressed postcards or envelopes.

### Information Collection Requests

1. *Title:* Requirements for Lightering of Oil and Hazardous Material Cargoes.

*OMB Control Number:* 2115-0539.

*Summary:* The information for this report allows the Coast Guard to provide timely response to an emergency and minimize the environmental damage from an oil or hazardous material spill. The information also allows the Coast Guard to control the location and procedures for lightering activities.

*Need:* 46 U.S.C. 3715 authorizes the Coast Guard to establish lightering rules. 33 CFR 156.200 to 156.330 prescribes the Coast Guard rules for lightering, including pre-arrival notice, reporting of incidents and operating conditions.

*Respondents:* Owners and operators of vessels.

*Frequency:* On occasion.

*Burden Estimate:* The estimated burden is 228 hours a year.

2. *Title:* Tank Vessel Examination Letters, Certificates of Compliance, Boiler/Pressure Vessel Repairs, Cargo Gear Records, and Shipping Papers.

*OMB Control Number:* 2115-0504.

*Summary:* This information is needed to enable the Coast Guard to fulfill its responsibilities for maritime safety under 46 U.S.C. The affected public includes some owners and operators of large merchant vessels and all foreign-flag tankers calling at U.S. ports.

*Need:* 46 U.S.C. 3301, 3305, 3306, 3702, 3703, 3711, and 3714 authorizes the Coast Guard to establish marine safety regulations to protect life, property, and the environment. 46 CFR prescribe these Coast Guard rules. The requirements for reporting Boiler/

Pressure Valve Repairs, maintaining Cargo Gear Records, maintaining Shipping Papers, issuance of Certificates of Compliance (CG-3585) and Tank Vessel Examination Letters (CG-840S-1/CG-840S-2, as appropriate) provide the marine inspector with available information as to the condition of a

vessel and its equipment. It also contains information on the vessel owner and lists the type and amount of cargo that has been or is being transported. These requirements all relate to the promotion of safety of life at sea and protection of the marine environment.

*Respondents:* Owners and operators of vessels.

*Frequency:* On occasion.

*Burden Estimate:* The estimated burden is 17,555 hours a year.

3. *Title:* Instructional Material for Lifesaving, Fire Protection and Emergency Equipment.

*OMB Control Number:* 2115-0576.

*Summary:* This information is needed to ensure that vessel crews have instructional material for lifesaving, firefighting and emergency equipment. The material is used during training sessions and during emergencies. It is needed because crew members must have complete information on the proper operation of equipment.

*Need:* 46 U.S.C. 3306 authorizes the Coast Guard to establish regulations concerning lifesaving, fire protection and other equipment. 46 CFR Subchapters Q and W prescribes regulations that include the instructional materials needed to ensure a vessel's crew has the necessary information on the proper use of lifesaving, fire protection and emergency equipment.

*Respondents:* Manufacturers of Equipment.

*Frequency:* On occasion.

*Burden Estimate:* The estimated burden is 22,516 hours a year.

4. *Title:* Vapor Control Systems for Facilities and Tank Vessels.

*OMB Control Number:* 2115-0581.

*Summary:* The information is needed to ensure compliance with U.S. rules for the design of facility and tank vessel vapor control systems (VCS). The information is also needed to determine the qualifications of a certifying entity.

*Need:* 33 U.S.C. 1225 and 46 U.S.C. 3703 authorize the Coast Guard to establish rules to promote the safety of life and property of facilities and vessels. 33 CFR part 154.800 prescribes the Coast Guard rules for VCS and certifying entities.

*Respondents:* Owners, operators of facilities and tank vessels, and certifying entities.

*Frequency:* On occasion.

*Burden Estimate:* The estimated burden is 1,073 hours a year.

5. *Title:* Alternate Compliance Program.

*OMB Control Number:* 2115-0626.

*Summary:* This information is used by the Coast Guard to assess vessels

participating in the voluntary Alternate Compliance Program (ACP) prior to issuance of a Certificate of Inspection.

*Need:* 46 U.S.C. 3306, 3316, and 3703 authorize the Coast Guard to establish vessel inspection regulations and inspection alternatives. 46 CFR part 8 prescribes the Coast Guard regulations for recognizing classification societies and enrollment of U.S.-flag vessels in ACP.

*Respondents:* Recognized classification societies.

*Frequency:* On occasion.

*Burden Estimate:* The estimated burden is 150 hours a year.

Dated: January 17, 2002.

**D.F. Shuell,**

*Acting Director of Information Technology.*

[FR Doc. 02-1870 Filed 1-24-02; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Two Current Public Collections of Information

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the FAA invites public comment on two currently approved public information collections which received emergency clearances and now will be submitted to OMB for extensions of those clearances.

**DATES:** Comments must be received on or before March 26, 2002.

**ADDRESSES:** Comments may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judy Street at the above address or on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:** In accordance with the Paperwork Reduction Act of 1995, 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. Therefore, the FAA solicits comments on the following current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden,

the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection in preparation for submission to renew the clearances of the following information collections.

1. 2120-0673, Criminal History Records Checks, 14 CFR 107&108. Public Law 106-528 provided for fingerprinting of all individuals on and after December 23, 2000, unescorted access and those individuals who perform certain screening functions at Category X airports. The rule requires that the airport operators and aircraft operators fingerprint those covered individuals at all categories of airports who, previous to November 14, 2001, were not subject to a criminal history records check. The current estimated annual reporting burden is 123,471 hours.

2. 2120-0674, Special Federal Aviation Regulation (SFAR) 92, Flightcrew Compartment Access and Door Designs. SFAR 92 (to part 119) temporarily authorizes variances for certain air carriers from existing design standards for the flightcrew compartment doors and allows for return to service of modified airplanes without prior approved data. This allows certain air carriers to modify their flightcrew compartment door to delay or deter unauthorized entry to the flightcrew compartment. The modifications are conditional on submitting a detailed description of the changes within 90 days, and within 180 days providing a schedule for accomplishing changes to comply with all applicable airworthiness requirements. Current estimated annual reporting burden is 6480 hours.

Issued in Washington, DC, on January 18, 2002.

**Steve Hopkins,**

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

[FR Doc. 02-1869 Filed 1-24-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; San Antonio International Airport, San Antonio, TX

**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 San

Antonio for San Antonio International Airport, San Antonio, Texas, under the provisions of Title 49, U.S.C., Chapter 475 (hereinafter referred to as "Title 49") and 14 CFR part 150 are in compliance with applicable requirements.

**EFFECTIVE DATES:** The effective date of the FAA's determination on the noise exposure maps is January 16, 2002.

**FOR FURTHER INFORMATION CONTACT:** Nan L. Terry, Department of Transportation, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas, 76137, (817) 222-5607.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for San Antonio International Airport, San Antonio, Texas are in compliance with applicable requirements of Part 150, effective January 16, 2002.

Under Title 49, 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. Title 49 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 49, 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 San Antonio submitted to the FAA on January 7, 2002, noise exposure maps, descriptions and other documentation, which were produced during the update to the part 150 Study. It was requested that the FAA review this material as the noise exposure maps, as described in Title 49.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the city of San Antonio. The specific maps under consideration are *Noise Exposure Map: 1998 and Noise Exposure Map: 2004* in the submission. The FAA has determined that these maps for San Antonio International Airport are in compliance with applicable requirements. This determination is effective on January 16, 2002. The

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps 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 Title 49, 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 Title 49. 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 exposures 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 consultation is required under Title 49. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Airports Division, 2601 Meacham  
Boulevard, Fort Worth, Texas 76137

City of San Antonio, Aviation  
Department, 9800 Airport Boulevard,  
San Antonio, Texas 78216

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Fort Worth, Texas, January 16, 2002.

**Naomi L. Saunders,**

*Manager, Airports Division.*

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**BILLING CODE 4910-13-M**