

*Abstract:* The Airport Noise and Capacity Act of 1990 mandates the formulation of a national noise policy. One part of that mandate is the development of a national program to review noise and access restrictions on the operation of Stage 2 and 3 aircraft. 14 CFR part 161 is the principal means. Respondents are airport operators proposing voluntary agreements and/or mandatory restrictions on Stage 2 and Stage 3 aircraft operations, and aircraft operators that request reevaluation of a restriction.

*Estimated Annual Burden Hours:* An estimated 30,000 hours annually.

2. *Title:* Associate Administrator for Commercial Space Transportation (AST) Customer Service Survey.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0611.

*Form(s):* N/A.

*Affected Public:* A total of 300 commercial space transportation customers.

*Abstract:* The FAA Office of the Associate Administrator for Commercial Space Transportation (AST) conducts this survey in order to obtain industry input on customer service standards which have been developed and distributed to industry customers. This is a requirement of the White House NPR Customer Service Initiative. AST collects and analyzes the data for results.

*Estimated Annual Burden Hours:* An estimated 300 hours annually.

3. *Title:* Service Difficulty Report.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0663.

*Form(s):* FAA Form 8070-1.

*Affected Public:* A total of 7,695 aircraft and repair station operators.

*Abstract:* The administrator has determined, based on evaluation of previous accidents and other incidents, that certain events involving malfunctions and defects may be precursors to the recurrence of these accidents. As a result, operators and repair stations are required to report any malfunctions and defects to the Administrator.

*Estimated Annual Burden Hours:* An estimated 6,107 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 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 estimates 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.

Issued in Washington, DC, on October 1, 2003.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.*

[FR Doc. 03-25434 Filed 10-7-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Lincoln Airport, Lincoln, NE

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Lincoln Airport Authority for Lincoln Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is September 26, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mark Schenkelberg, Federal Aviation Administration, Central Region, 901 Locust, Kansas City, MO 64106, 816-329-2645.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Lincoln Airport are in compliance with applicable requirements of part 150, effective September 26, 2003. Under 49 U.S.C. section 47503, 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. 49 U.S.C. Section 47503 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 FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Aviation Safety and Noise Abatement Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by Lincoln Airport Authority. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of part 150 includes: "2002 Noise Exposure Map and 2007 Noise Exposure Map". The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on September 26, 2003.

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 49 U.S.C. Section 47503, 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 49 U.S.C. Section 47506. 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 that submitted those maps, or with those public agencies and planning agencies with which consultation is required under 49 U.S.C. Section 47503. 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 full exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Central Region, 901 Locust, Kansas City, MO 64106; Jon L. Large, Lincoln Airport, 2400 West Adams, Lincoln, NE 68504.

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

Issued in Kansas City, Missouri, on September 26, 2003.

**George A. Hendon,**

*Manager, Airports Division, Central Region.*  
[FR Doc. 03-25437 Filed 10-7-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Technical Standard Order (TSO)—C168, Aviation Visual Distress Signals

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

**ACTION:** Notice of availability and requests for public comment.

**SUMMARY:** This notice announces the availability of and requests comments on proposed Technical Standard Order (TSO)—C168, Aviation Visual Distress Signals. This proposed TSO tells manufacturers and designers of aviation visual distress signals what minimum performance standards (MPS) their equipment must first meet to obtain approval and identification with the applicable TSO marking.

**DATES:** Comments must identify the TSO and arrive by November 7, 2003.

**ADDRESSES:** Send all comments on the proposed TSO to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs and Continued Airworthiness Branch, AIR-120, Room 815, 800 Independence Avenue SW., Washington, DC 20591. ATTN: Mr. Dave Rich, AIR-120. Or, deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. Dave Rich, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs and Continued Airworthiness Branch, AIR-120, Room

815, 800 Independence Avenue SW., Washington, DC 20591. Telephone: (202) 267-7141, fax: (202) 267-5340, e-mail: [dave.rich@faa.gov](mailto:dave.rich@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

You may comment on the proposed TSO listed in this notice by sending written data, views, or arguments to the above listed address. You may also examine comments received on the proposed TSO, before and after the comment closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director of the Aircraft Certification Service will consider all communications received by the closing date before issuing the final TSO.

##### Background

This proposed TSO gives the MPS for aviation visual distress signals. The MPS are based on Society of Automotive Engineers, Inc. (SAE) Aerospace Standard (AS) 5134, "Aviation Distress Signals," dated June 2001. The signals must also meet specific test criterion contained in RTCA Document No. RTCA/DO-160D, "Environmental Conditions and Test Procedures for Airborne Equipment," Change 4, dated July 29, 1997. This TSO's standards apply to handheld, high-intensity, stroboscopic light sources that can be added to aviation survival kits to supplement pyrotechnic devices. These light sources will significantly eliminate potential equipment and personnel hazards associated with using pyrotechnics devices in inflatable life rafts, by providing an equivalent level of safety that meets or exceeds the current performance standards for pyrotechnics devices that aid in locating and rescuing aviation accident survivors.

##### How To Get Copies

You may get a copy of the proposed TSO via the Internet at <http://www.faa.gov/certification/aircraft/TSOA.htm>, or by contacting the person listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on October 2, 2003.

**David W. Hempe,**

*Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 03-25435 Filed 10-7-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-3-16255]

#### Agency Information Collection Activities; Request for Comments; Renewed Approval of Information Collection; State Right-of-Way Operations Manuals, OMB Control Number: 2125-0586

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval to renew an information collection. The collection involves State Departments of Transportation (STD) providing their Right-of-Way Operations Manuals to FHWA. The information to be collected will be used to certify that the manuals are representative of the states' right-of-way procedures and the information is necessary to comply with the FHWA Final Rule for the Right-of-Way program on December 21, 1999. We are required by the Paperwork Reduction Act of 1995 to publish this notice in the **Federal Register**.

**DATES:** Please submit comments by December 8, 2003.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Number FHWA-3-16255 by any of the following methods:

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

• Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590.

• Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

**Docket:** For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed