

a respondent, the entity must hold a current domestic repair station certificate under Part 145, an air carrier certificate under Part 121 or 127, or a commercial operator certificate under Part 121, or be an air taxi operator subject to the requirements of Part 135.2. The estimated number of respondents is 10 annually. The estimated total annual burden is 7,000 hours. Abstract: SFAR-36 relieves qualifying applicants (repair stations, air carriers, air taxis and commercial operators) of the burden of obtaining FAA approval of data developed by them for major repairs on a case-by-case basis and provides for one-time approvals.

5. 2120-0098, Airplane Operator Security—FAR 108. The respondents are air carriers. The estimated number of air carriers with security programs is 120. The estimated total annual burden is 7,000 hours. Abstract: FAR Part 108 requires air carriers to check radiation leakage on x-ray equipment used for property security screening at least annually, evaluate and record personal dosimeter readings monthly, and report aircraft piracy as part of the required security program, and maintain security training records.

6. 2120-0500, Aviation Safety Inspector Employment Application; FAA forms 3330-47-1, 3330-47-2, 3330-47-3. The respondents are estimated 5,000 people applying for aviation safety inspector, GS-1825 positions with the FAA. The estimated total annual burden is 7,000 hours. Abstract: This information is needed to evaluate applicants' qualifications for Aviation Safety Inspector (ASI) positions. It is used for computerized rating and ranking of ASI applicants on civil service registers of eligibles maintained by FAA.

7. 2120-0505, Indirect Air Carrier Security, CFR 14, Part 109. The respondents are an estimated 120 indirect air carriers. The estimated total annual burden is 500 hours. Abstract: Part 109 sets forth procedures to be used by indirect air carriers in carrying out their responsibilities involving the protection of persons and property against acts of criminal violence, aircraft piracy, and terrorist activities in the forwarding of package cargo by passenger aircraft.

8. 2120-0536: Security Programs for Foreign Air Carriers. The respondents are an estimated 160 foreign air carriers/governments. The estimated total annual burden is 26,000 hours. Abstract: Each foreign air carrier landing or taking off in the United States is to submit a security program for the Administrator's acceptance to ensure adequate security

measures are being implemented by those foreign air carriers.

9. 2120-0545, Race and National Origin Identification. The respondents are an estimated 60,000 individuals taking the FAA air traffic control specialist examination. The estimated total annual burden is 2000 hours. Abstract: The collection of data is necessary for examination of employee selection procedures, enhancement of recruitment programs, and providing equal employment opportunity to all candidates.

10. 2120-0572, Operating Procedures for Airport Traffic Control Towers (ATCT) that are not Operated by or Under Contract with the United States (non Federal) Advisory Circular (AC) 90-93. The respondents are an estimated 30 non-Federal airport traffic control tower vendors, managers, and air traffic controllers. Abstract: The FAA is requesting operators of non-Federal ATCT's to voluntarily comply with the recommendations as stated in this Advisory Circular as well as to voluntarily submit information by using the listed forms, in the same manner as is currently prescribed for FAA air traffic personnel. The estimated total annual burden is 1,000 hours.

11. 2120-0574, Accident Prevention Counselor of the Year Competition. There is an estimated 200 people who will nominate a person to be considered for the Accident Prevention Counselor of the Year Award. The estimated total annual burden is 200 hours. Abstract: This award will be used as an incentive for the Accident Prevention Program's voluntary Accident Prevention Counselors who assist in promoting aviation safety.

12. 2120-0587, Aviator Safety Studies. The respondents are an estimated 6000 certified pilots. The burden is an estimated total of 12,000 hours for all of the studies. Abstract: In order to conduct effective research on the contribution of pilots to aircraft accidents, data are required on the normative distribution of various pilot attributes and their association with accident involvement.

Issued in Washington, DC., on April 1, 1996.

Steve Hopkins,

Manager, Corporate Information Division, ABC-100.

[FR Doc. 96-8638 Filed 4-5-96; 8:45 am]

BILLING CODE 4910-13-M

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review Chattanooga Metropolitan (Lovell Field) Airport Chattanooga, TN

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Chattanooga Metropolitan Airport Authority for Chattanooga Metropolitan (Lovell Field) Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 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 Chattanooga Metropolitan (Lovell Field) Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before September 23, 1996.

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 March 27, 1996. The public comment period ends May 26, 1996.

FOR FURTHER INFORMATION CONTACT: Jerry O. Bowers, Airports District Office, 2851 Directors Cove, Suite #3, Memphis, TN 38131-0301, telephone number 901-544-3495. 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 Chattanooga Metropolitan (Lovell Field) Airport are in compliance with applicable requirements of Part 150, effective March 27, 1996. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before September 23, 1996. 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 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 prevention of the introduction of additional noncompatible uses.

Chattanooga Metropolitan Airport Authority submitted to the FAA on October 2, 1995, noise exposure maps, descriptions and other documentation which were produced during Chattanooga Metropolitan Airport Noise Compatibility Study, initiated in Fall 1992. 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 Chattanooga Metropolitan Airport Authority. The specific maps under consideration are Chattanooga Metropolitan (Lovell Field) '1995 Base Case LDN Contours' and '1999 Forecast Case LDN Contours' in the submission. The FAA has determined that these maps for Chattanooga Metropolitan (Lovell Field) Airport are in compliance with applicable requirements. This determination is effective on March 27, 1996. 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 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 consultation is required under, section 103 of the Act. 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.

The FAA has formally received the noise compatibility program for Chattanooga Metropolitan (Lovell Field) Airport, also effective on March 27, 1996. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 23, 1996.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,
Community and Environmental Needs
Division, APP-600, 800 Independence
Avenue, SW., Room 615B,
Washington, D.C. 20591

Federal Aviation Administration,
Airports District Office, 2815
Directors Cove, Suite #3, Memphis,
Tennessee 38131-0301
Mr. Hugh Davis, President, Chattanooga
Metropolitan Airport Authority, P.O.
Box 22444, Chattanooga, Tennessee
37422.

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

Issued in Memphis Airports District Office,
March 27, 1996.

LaVerne F. Reid,
Manager.

[FR Doc. 96-8642 Filed 4-5-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Extension of Draft Clean Air Act General Conformity Determination Comment Period for Seattle-Tacoma International Airport Seattle, WA

ACTION: The Federal Aviation Administration, Airports Division, Northwest Mountain Region and the Port of Seattle, Seattle, Washington, announce an extension (to May 2, 1996) of the public and agency comment period associated with the Draft General Conformity Determination prepared as specified in Section 176(c) [42 USC 7506c] of the Clean Air Act Amendments of 1990. The Draft General Conformity Determination, and supporting documentation is contained in the February 1996, Final Environmental Impact Statement, Master Plan Update, Seattle-Tacoma International Airport.

This comment period extension applies only to comments pertaining exclusively to the Draft General Conformity Determination and no other issues. Comments on other issues will not be accepted or addressed.

PUBLIC REVIEW: The public is invited to review and comment on the Draft Conformity Determination. Copies of the FEIS are available for review at the following locations:

Federal Aviation Administration,
Airports Regional Office, Room 540,
1601 Lind Avenue, SW, Renton, WA
Port of Seattle, Aviation Planning, 3rd
floor—Room 301, Terminal Building,
Sea-Tac Airport, and Pier 69 Bid
Office, 2711 Alaskan Way, Seattle
Puget Sound Regional Council,
Information Center, 1011 Western
Avenue, Seattle
Beacon Hill Library, 2519—1st Avenue,
South, Seattle
Boulevard Park Library, 12015 Roseberg
South, Seattle
Seattle Public Library, 1000—4th
Avenue, Seattle