

requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Fort Smith Regional Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before September 9, 1997.

**EFFECTIVE DATE:** 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 13, 1997. The public comment period ends May 12, 1997.

**FOR FURTHER INFORMATION CONTACT:** DOT/FAA, Attention: Mr. Tim Tandy, ASW-630D, Fort Worth, TX 76193-0630 at (817) 222-5635. 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 Fort Smith Regional Airport are in compliance with applicable requirements of Part 150, effective March 13, 1997. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before September 9, 1997. 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.

For Smith Regional Airport submitted to the FAA on February 14, 1997, noise

exposure maps, descriptions and other documentation which were produced during development of the Part 150 Program Update from October 1994 to September 1996. 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 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 Fort Smith, AR. The specific maps under consideration are the 1995 Existing Conditions Noise Exposure Map (Figure 10.1) and the 2000 Future Conditions Noise Exposure Map (Figure 10.2) in the submittal. The FAA has determined that these maps for Fort Smith Regional Airport are in compliance with applicable requirements. This determination is effective on March 13, 1997. 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 Fort Smith Regional Airport also effective on March 13, 1997. 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 9, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 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, 2601 Meacham Boulevard, Arkansas/Louisiana ADO, 6th Floor, Fort Worth, TX 76137-4298;  
Mr. Robert Johnson, Manager, Fort Smith Regional Airport, 5600 Airport Boulevard, Suite 200, Fort Smith, AR 72903.

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

Issued in Fort Worth, Texas, on March 13, 1997.

**Naomi L. Saunders,**  
Manager, Airports Division, Southwest Region.

[FR Doc. 97-7938 Filed 3-27-97; 8:45 am]

BILLING CODE 4910-13-M

#### **Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting will be held on April 15-17, 1997 beginning at 1:00 p.m. on April 15. Arrange for oral presentations by April 8, 1997.

**ADDRESSES:** The meeting will be held on the 12th Floor, Goddard Room of the Aerospace Industries Association of America, Inc. (AIA), 1250 Eye Street, NW, Washington, DC 20005.

**FOR FURTHER INFORMATION CONTACT:** Jackie Smith, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-9682.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App II), notice is given of an ARAC meeting to be held April 15-17, 1997 at the AIA, 1250 Eye Street, NW, Washington, DC 20005.

The agenda will include:

**Tuesday, April 15, 1997 at 1:00 p.m.**

- Opening Remarks.
- Review of Action Items.
- FAA Report.
- JAA Report.
- Transport Canada Report.
- Executive Committee Meeting

Report.

- Harmonization Management Team Meeting Report.

- FAA Position on JAA Equivalence Proposal.

- Industry Position on JAA Equivalence Proposal.

- TAEIG Issues List and Tasking Chart Discussion.

**Wednesday, April 15, 1997 at 8:30 a.m.**

- Summarize previous day's discussion and begin working group reports.

- Jammed Flight Controls.
- Flight Test Harmonization Working Group (HWG) Report.

- Flight Test Guide Status Report.
- Engine HWG Report.

- Powerplant Installation HWG.
- Electromagnetic Effects HWG.

- Loads & Dynamics HWG Report and AC 25.629 Vote.

- General Structures HWG.

- Airworthiness Assurance WG Report.

- Braking Systems HWG.

- Systems Design and Analysis.

**Thursday, April 17, 1997 at 8:30 a.m.**

- FAA Policy for ICAO Rules Report.

- Policy/Guidance Memoranda Clarification.

- Open Agenda.

- Review Action Items.

- Review Future Meeting Schedule-Set Next Meeting.

- Process Check.

The ARAC will vote on the Loads and Dynamics Harmonization Working Group's proposed advisory circular (AC) to revise AC 25.629-1. Anyone interested in obtaining a copy of this document should contact the individual listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Attendance is open to the public, but will be limited to the space available. The public must make arrangements by April 8, 1997 to present oral statements at the meeting. Written statements may be presented to the Committee at any time by providing copies at the meeting. In addition, sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on March 24, 1997.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 97-7922 Filed 3-27-97; 8:45 am]

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### **National Highway Traffic Safety Administration**

[Docket No. 97-001-N01]

#### **Reports, Forms, and Recordkeeping Requirements**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Request for public comment on proposed collections of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes a collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before May 27, 1997.

**ADDRESSES:** Comments must refer to the docket and notice numbers cited at the

beginning of this notice and be submitted to the Docket Section, Room 5109, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided by referencing its OMB Clearance Number. It is requested, but not required, that 1 original plus 2 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

**FOR FURTHER INFORMATION CONTACT:** Complete copies of each request for collection of information may be obtained at no charge from Mr. Edward Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, SW, Room 6123, Washington, DC 20590. Mr. Kosek's telephone number is (202) 366-2590. Please identify the relevant collection of information by referring to its OMB Clearance Number.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

#### **National Driver Register Reporting Requirement for 23 CFR Part 1327**

*Type of Request*—Reinstatement of clearance.