

personnel have access to this information in one document. In gathering all relevant material into one document, the consequent size of the proposed AC is necessarily large; for this reason, the informal title of "The Propulsion Mega AC" is used throughout the document to distinguish it from others that are referenced.

Issued in Renton, Washington, on September 23, 1999.

**D. L. Riggan,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25456 Filed 9-29-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Proposed Advisory Circular 25.XX, Airworthiness Criteria for the Installation Approval of a Terrain Awareness and Warning System (TAWS) Approved Under Technical Standard Order (TSO) C151**

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

**ACTION:** Notice of availability of proposed Advisory Circular 25.XX and request for comments.

**SUMMARY:** This notice announces the availability of and requests comment on a proposed advisory circular (AC) that provides guidance on one method for obtaining airworthiness approval for the installation of a Terrain Awareness and Warning System (TAWS) approved under Technical Standard Order (TSO) C151. The guidance provided in the proposed AC is specific to installations of these systems on transport category airplanes. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

**DATES:** Comments must be received on or before December 29, 1999.

**ADDRESSES:** Send all comments on the proposed AC to: Federal Aviation Administration, Attn: J. Kirk Baker, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712. Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Jill DeMarco, Program Management Branch, ANM-114, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (425) 227-1313.

## SUPPLEMENTARY INFORMATION:

### Comments Invited

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters must identify the AC by title and submit comments in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the final AC.

### Availability of Proposed AC

The proposed AC can also be found and downloaded from the Internet at <http://www.faa.gov/avr/air/airhome.htm>, at the link titled "Draft Advisory Circulars." A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

### Discussion

The FAA is proposing to issue an AC that describes an acceptable means, but not the only means, of obtaining airworthiness installation approval of a Terrain Awareness and Warning System (TAWS) that has been approved under Technical Standard Order (TSO) C151, "Terrain Awareness and Warning System." A TAWS is a system that provides the flightcrew with sufficient information and alerting to detect a potentially hazardous terrain situation and take effective action. The guidance provided in the proposed AC is specific to installations of these systems on transport category airplanes.

The FAA's TSO process is a means of obtaining FAA design and performance approval for an appliance, system, or product. However, the TSO does not provide installation approval or procedures for design or implementation of an installation. With heightened interest by manufacturers and operators to equip transport category airplanes with TAWS systems that are compliant with TSO-C151, the FAA has recognized the need to establish guidance material for the design and test requirements for the installation of such systems.

This proposed AC has been developed as the means for providing such guidance for designing an acceptable installation for a TAWS that is compliant with TSO-C151. It describes the airworthiness considerations for such installations as they apply to the unique features of the TAWS and the interface of the TAWS with other systems on the airplane.

Issued in Renton, Washington, on September 23, 1999.

**Vi L. Lipski,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Manchester Airport, Manchester, New Hampshire; Noise Exposure Map Notice**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Manchester 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.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is September 17, 1999.

**FOR FURTHER INFORMATION CONTACT:** John Silva, FAA New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Manchester Airport are in compliance with applicable requirements of Part 150, effective September 17, 1999.

Under section 103 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.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Manchester Airport. The specific maps under consideration are Figure 4-4, Existing (1998) DNL Contours, and Figure 4-8, Forecast (2003) DNL Contours, each of which is published in "Noise Study for Manchester Airport", dated May, 1999. FAA has determined that these maps for Manchester Airport are in compliance with applicable requirements. This determination is effective on September 17, 1999. 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.

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

Federal Aviation Administration, New England Region, Airports Division,

16 New England Executive Park, Burlington, Massachusetts 01803. Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103-3395.

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

Issued in Burlington, Massachusetts, September 17, 1999.

**Vincent A. Scarano,**

*Manager, Airports Division, New England Region.*

[FR Doc. 99-25455 Filed 9-29-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the information collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. Described below is the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the subject collection was published on June 28, 1999, (64 FR 34696). No comments were received.

**DATES:** Comments must be submitted on or before November 1, 1999.

**FOR FURTHER INFORMATION CONTACT:** Daniel Ladd, Financial Analyst, Office of Ship Financing, Maritime Administration, 400 Seventh Street, SW, Room 8122, Washington, DC 20590, telephone number—202-366-5744. Copies of this collection can also be obtained from that office.

#### SUPPLEMENTARY INFORMATION:

#### Maritime Administration (MARAD)

*Title of Collection:* "Application for Construction Reserve Fund and Annual Statements."

*OMB Control Number:* 2133-0032.

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

*Affected Public:* Citizens who own or operate vessels in the U.S., foreign, or domestic commerce.

*Form(s):* N/A.

**Abstract:** In accordance with Section 511 of the Merchant Marine Act, 1936, as amended, all citizens who own or operate vessels in the U.S. foreign or domestic commerce and desire "tax" benefits under the Construction Reserve Fund (CRF) program, are required to submit to MARAD an application for benefits. The annual statement provided to MARAD officials sets forth a detailed analysis of the status of the CRF when each income tax return is filed. Checks for withdrawals from the CRF must be sent to MARAD for countersignature. The application is required in order for MARAD to determine whether the applicant is qualified for the benefits, and the annual statements are required in order for MARAD to assure that the requirements of the program are being satisfied.

*Annual Estimated Burden Hours:* 153.

*Addresses:* Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention MARAD 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 estimate 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. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Dated: September 27, 1999.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

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## DEPARTMENT OF THE TREASURY

### Office of the Secretary

#### List of Countries Requiring Cooperation With An International Boycott

In order to comply with the mandate of section 999(a)(3) of the Internal Revenue Code of 1986, the Department of the Treasury is publishing a current list of countries which may require participation in, or cooperation with, an international boycott (within the