

Business Investment Act of 1958, as amended, regarding that law's Federal override of State usury ceilings, and to its forfeiture and penalty provisions.

(Catalog of Federal Domestic Assistance Program No. 59.011, small business investment companies)

Dated: October 7, 1999.

Don A. Christensen,

Associate Administrator for Investment.

[FR Doc. 99-27028 Filed 10-15-99; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program, Salt Lake City International Airport, Salt Lake City, UT

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Executive Director of Salt Lake City International Airport under the provisions of 49 U.S.C. Sec. 47504(b) and 14 CFR Part 150. These findings are made in recognition of the description of federal and non-federal responsibilities in Senate Report No. 96-52 (1980).

On March 10, 1999, the FAA determined that the noise exposure maps submitted by the Executive Director under Part 150 were in compliance with applicable requirements. On September 3, 1999, the Acting Associate Administrator for Airports approved the Salt Lake City International Airport noise compatibility program. All but four of the program elements were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Salt Lake City International Airport noise compatibility program is September 3, 1999.

FOR FURTHER INFORMATION CONTACT: Dennis G. Ossenkop; Federal Aviation Administration; Northwest Mountain Region; Airports Division, ANM-611; 1601 Lind Avenue, SW, Renton, Washington, 98055-4056. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Salt Lake City International Airport, effective September 3, 1999. Under 49 U.S.C. Sec. 47504(a), an airport operator who has

previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. Title 49 U.S.C. Sec. 47503(a)(1) requires such a program to be developed in consultation with interested and affected parties including the state, local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150.

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses.

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government.

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute a FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental

assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Denver, Colorado.

The Executive Director of Salt Lake City International Airport submitted to the FAA the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted at Salt Lake City International Airport. The Salt Lake City International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on March 10, 1999. Notice of this determination was published in the **Federal Register** on March 25, 1999.

The Salt Lake City International Airport noise compatibility program contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2003. It is requested that the FAA evaluate and approve this material as a noise compatibility program as described in 49 U.S.C. Sec. 47504(a). The FAA began its review of the program on March 10, 1999, and was required by a provision of 49 U.S.C. Sec. 47504(b) to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained 17 proposed actions for noise mitigation on and off the airport. Noise Abatement measures 2 and 3 were approved in part, and disapproved in part for purposes of Part 150. Noise Abatement measures 6 and 7 were disapproved for purposes of Part 150 pending submission of sufficient information to make an informed analysis regarding the noise benefits contributed by these measures to the overall NCP.

The FAA completed its review and determined that the procedural and substantive requirements of 49 U.S.C. Sec. 47504(b) and FAR 150 have been satisfied. The overall program, therefore, was approved by the Acting Associate Administrator for Airports effective September 3, 1999.

These determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator

for Airports on September 3, 1999. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal are available for review at the FAA office listed above and at the administrative offices of the Salt Lake City International Airport.

Issued in Renton, Washington on October 1, 1999.

Lowell H. Johnson,

Manager, Airports Division Northwest Mountain Region.

[FR Doc. 99-26953 Filed 10-15-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

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

AGENCY: Federal Highway Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on May 21, 1999 [64 FR 27850].

DATES: Comments must be submitted on or before November 17, 1999.

FOR FURTHER INFORMATION CONTACT: Ms. Susan Liss, (202) 366-5060, Office of Highway Policy Information, Federal Highway Administration, 400 7th Street, SW., Washington, DC 20590-0001. Office hours are from 9:15 a.m. to 5:45 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: 2000 Nationwide Personal Transportation Survey (NPTS).

OMB Number: 2125-0545.

Type of Request: Reinstatement of an expired information collection.

Affected Public: Individual members of the public. The household is the unit of observation, and approximately 25,000 households will complete the survey.

Abstract: The NPTS is conducted periodically on behalf of the Department of Transportation (DOT) to obtain information on the amount and nature of personal travel on all modes by the

American public and how travel is changing over time. The information in the survey is used by FHWA and other DOT administrations to evaluate travel patterns in terms of the mobility of various subgroups; the safety of vehicle drivers and passengers and pedestrians; the role of travel in economic productivity; and maintaining our mobility while protecting the human and natural environment. Many changes in travel and the related social patterns, such as the aging of the baby boomers, require that the DOT update the personal travel data on a periodic basis. Changes in household composition, the role of women, the location of residences and workplaces, and unique travel issues of the elderly are reflected in changes in local and long-distance travel. This survey will be coordinated with the American Travel Survey (ATS), conducted by the Bureau of Transportation Statistics, which collects data on longer trips of approximately 50 miles or more over a one-month period. The data collected in the NPTS and the ATS will allow transportation professionals at the Federal, state and metropolitan levels to make informed decisions about policies and plans.

Frequency: The survey will be conducted once during the period from July 2000 through August 2001. This survey was last conducted in 1995.

Estimated Burden: The estimated burden per household averages 70 minutes, which includes interviewing an average of 2.6 persons per household. The burden per person averages 20 minutes for the interview and another 7 minutes for keeping the diary and writing the odometer readings. Including a pretest, the total estimated annual burden is 31,122 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: DOT 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 most effective if OMB receives it within 30 days of publication of this Notice.

Issued on October 12, 1999.

Michael J. Vecchietti,

Director, Office of Information and Management Services.

[FR Doc. 99-27091 Filed 10-15-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Applications for Modification of Exemption

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications for modification or exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR part 107, subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of application have been shown in earlier **Federal Register** publications, they are not repeated here. Requests for modifications of exemptions (e.g. to provide for additional hazardous materials, packaging design changes, additional mode of transportation, etc.) are described in footnotes to the application number. Application numbers with the suffix "M" denote a modification request. These applications have been separated from the new applications for exemptions to facilitate processing.

DATES: Comments must be received on or before November 2, 1999.

ADDRESS COMMENTS TO: Records Center, Research and Special Programs, Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption number.

FOR FURTHER INFORMATION: Copies of the application are available for inspection in the Records Center, Nassif Building, 400 7th Street SW, Washington, DC or at <http://dms.dot.gov>.

This notice of receipt of applications for modification of exemptions is published in accordance with Part 107 of the Federal hazardous materials