

pursuant to 49 U.S.C. section 41302, part 211 and subpart Q, requests a foreign air carrier permit authorizing it to engage in charter foreign air transportation of persons, property and mail between a point or points in the Bahamas, on the one hand, to a point or points in the United States, on the other hand using small aircraft as defined in 14 C.F.R. section 298.2(u).

Docket Number: OST-99-6385.

Date Filed: October 19, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: November 16, 1999.

Description: Application of United Air Lines, Inc. ("United") pursuant to 49 U.S.C. section 41102 and subpart Q, applies for a certificate of public convenience and necessity authorizing United to provide scheduled foreign air transportation of persons, property and mail between any point or points in the United States, directly and via any intermediate point or points, and any point or points in the countries listed in Appendix A, and beyond to any point or points in third countries. United also requests authority to integrate the services it provides under the certificate with its other authorized services, consistent with all applicable international agreements.

Docket Number: OST-99-6389.

Date Filed: October 20, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: November 17, 1999.

Description: Application of United Parcel Service Company ("UPS") pursuant to 49 U.S.C. section 41108 and subpart Q, applies for a certificate of public convenience and necessity to authorize it to engage in the scheduled air transportation of property and mail between any point or points in the United States via intermediate points to a point or points in Argentina, Belize, Panama, Guadeloupe, Haiti, Martinique, Chile, Guyana, Paraguay, Uruguay and Surinam and to points beyond with full traffic rights between all points on these routes. UPS requests route integration authority enabling it to integrate services on the above-described routes with services provided on other routes or under various certificate and exemption authorities held by UPS.

Docket Number: OST-99-6399.

Date Filed: October 22, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: November 19, 1999.

Description: Application of Air Plus Argentina S.A. ("APA") pursuant to 49 U.S.C. section 41302 and subpart Q, applies for a foreign air carrier permit to enable APA to operate charter foreign air transportation of persons, property,

and mail between points in Argentina and points in the United States, including Puerto Rico, and authority to operate charter service between the United States and points in other countries pursuant to part 212.

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 99-28614 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), 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 extension of currently approved collections. 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 collection of information was published on July 30, 1999, [FR 64, pages 41482-41483].

DATES: Comments must be submitted on or before December 2, 1999. A comment to OMB is most effective if OMB receives it on or before December 2, 1999.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Flight Engineers and Flight Navigators. FAR 63.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0007.

Form(s): FAA Form 8400-3, Application for an Airman Certificate and/or Rating.

Affected Public: Estimated 2,969 airmen applying for flight engineer or flight navigator certificate, and training course operators.

Abstract: 49 U.S.C. 44702(a), 44702(a)(2), and 44701(1) authorizes issuance of airman certificates and provides for examination and rating of flying schools, FAR 63 prescribes requirements for flight navigator certification and training course requirements for these airmen.

Information collected is used to determine certification eligibility.

Estimated Annual Burden Hours: 1,009 burden 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 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.

Issued in Washington, DC, on October 27, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-28623 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA) 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 extension of currently approved collections. 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 collection of information was published on June 1, 1999, [FR 64, pages 29404-29405].

DATES: Comments must be submitted on or before December 2, 1999. A comment to OMB is most effective if OMB receives it on or before December 2, 1999.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:**Federal Aviation Administration (FAA)**

Title: Procedures for non-Federal Navigational Facilities, FAR Part 171.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0014.

Forms(s): FAA Forms 6030-1, 6030-17 (formerly 198) 6790-4 (formerly 2396/7) 6790-5.

Affected Public: Estimated 1273 sponsors of non federal navigational facilities.

Abstract: The non-Federal navigation facilities are electrical/electronic aids to air navigation which are purchased, installed, operated and maintained by an entity other than the FAA and are available for use by the flying public. These aids may be located at unattended remote sites or airport terminals.

Estimated Annual Burden Hours: 9,516 burden 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 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.

Issued in Washington, DC, on October 27, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-29624 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Approval of Noise Compatibility Program; Oakland County International Airport; Pontiac, MI**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility

program submitted by Oakland County International Airport, Pontiac, Michigan, 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. These findings are made in recognition of the description of federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On February 26, 1999, the FAA determined that the noise exposure maps submitted by Oakland County International Airport under Part 150 were in compliance with applicable requirements. On August 25, 1999, the FAA approved the Oakland County International Airport noise compatibility program. All of the recommendations of the program were approved. A total of 11 measures were included in the Oakland County International Airport recommended program. Of the 11 measures, four are listed as "Noise Abatement Measures," four are listed as "Program Management Measures," and three are listed as "Land Use Measures."

EFFECTIVE DATE: The effective date of the FAA's approval of the Oakland County International Airport noise compatibility program is August 25, 1999.

FOR FURTHER INFORMATION CONTACT: Gary J. Migut, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7278. 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 Oakland County International Airport, effective August 25, 1999.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), 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. The Act requires such programs to be developed in consultation with interested and affected parties including 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; and

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 the 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 a 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 Detroit Airports District office in Belleville, Michigan.

Oakland County International Airport submitted to the FAA on February 24, 1999, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from July 5, 1996, through February 23, 1999. The