

issuance of regulations governing the use of navigable airspace. The reporting and recordkeeping requirements of 14 CFR Part 91 prescribes rules governing the operation of aircraft (other than moored balloons, kites, rockets and unmanned free balloons) within the United States. The reporting and recordkeeping requirements prescribed by various sections of Part 91 are necessary for FAA to ensure compliance with these provisions.

Annual Estimated Burden Hours: 231,064.

Addressee: 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.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC on February 16, 1999.

Vanester M. Williams,
Clearance Officer, Department of
Transportation.

[FR Doc. 99-4547 Filed 2-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1999-5042]

Agency Information Collection Activities Under OMB Review; Correction

AGENCY: Coast Guard, DOT.

ACTION: Request for comments;
correction.

SUMMARY: This document contains a correction to the request for comments published on page 5851 of the Friday, February 5, 1999 issue of the **Federal Register**. That document requested public comments on Information Collection Requests (ICR) that the Coast Guard intends to submit to the Office of Management and Budget (OMB). The

ADDRESSES section and the Request for Comments Section of that document contained an incorrect docket number to reference when mailing comments to the docket management facility. The correct docket number is (USCG-1999-5042). This document corrects that error by removing the incorrect docket numbers and replacing them with the correct ones.

DATES: This correction is effective on February 24, 1999.

ADDRESSES: The public docket for this document is maintained at the Docket Management Facility, (USCG-1999-5042), U.S. Department of Transportation, Room PL-104, 400 Seventh Street, SW., Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Barbara Davis, Office of Information Management, 202-267-2326, for questions on this document. Should there be questions on the docket, contact Dorothy Walker, Chief, Documentary Services Transportation, 202-366-9330.

Correction

In the request for comments FR Doc. 99-2828 (USCG-1999-5042), published February 5, 1999, in the second column of page 5851, in the first sentence of the **ADDRESSES** section, correct "(USCG-199-)" to read "(USCG-1999-5042)" and in the third column of page 5851, in second sentence of the Request for Comments section, correct "(USCG-1999-)" to read "(USCG-1999-5042)."

Dated: February 12, 1999.

G.N. Naccra,
Rear Admiral, U.S. Coast Guard, Director of
Information and Technology.

[FR Doc. 99-4591 Filed 2-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice: Receipt of Noise Compatibility Program and Request for Review; Rickenbacker International Airport, Columbus, OH

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Rickenbacker Port Authority for Rickenbacker International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979

(Pub. L. 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 Rickenbacker International Airport under Part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before July 21, 1999.

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 January 22, 1999. The public comment period ends March 23, 1999.

FOR FURTHER INFORMATION CONTACT: Mary Jagiello, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111. 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 Rickenbacker International Airport are in compliance with applicable requirements of Part 150, effective January 22, 1999. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before July 21, 1999. 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 the 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 Rickenbacker Port Authority submitted to the FAA on April 17, 1998, noise exposure maps, descriptions and other documentation which were produced during the FAR Part 150 Noise Compatibility Study dated February, 1998. 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 the Rickenbacker Port Authority. The specific maps under consideration are Exhibits 1-1 (existing conditions) and 1-3 (future conditions) on pages 1-4 and 1-22, respectively, in the submission. The FAA has determined that these maps for Rickenbacker International Airport are in compliance with applicable requirements. This determination is effective on January 22, 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 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 detail 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 statutory required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Rickenbacker International Airport, also effective on January 22, 1999. 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 July 21, 1999.

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,
Detroit Airports District Office,
Willow Run Airport, East, 8820 Beck
Road, Belleville, Michigan 48111
Rickenbacker Port Authority,
Rickenbacker International Airport,
7400 Alum Creek Drive, Columbus,
Ohio 43217-1232

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

Issued in Belleville, Michigan, on January 22, 1999.

Dean C. Nitz,

*Manager, Detroit Airports District Office, FAA
Great Lakes Region.*

[FR Doc. 99-4525 Filed 2-19-99; 1:55 p.m.]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5116; Notice 1]

Johnston Sweeper Company; Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 105

We are asking for public comment on the application by Johnston Sweeper Company of Chino, California ("JSC"), for an exemption until March 1, 2002, from requirements of Motor Vehicle Safety Standard No. 105, *Hydraulic and Electric Brake Systems*, that are effective March 1, 1999. JSC has applied on the basis that "compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard." 49 CFR 555.6(a).

We are publishing this notice of receipt of the application in accordance with our regulations on temporary exemptions. This action does not represent any judgment by us about the merits of the application. The discussion that follows is based on information contained in JSC's application.

Why JSC Needs a Temporary Exemption

On and after March 1, 1999, S5.5 of Standard No. 105 requires any motor vehicle with a GVWR greater than 10,000 pounds, except for a vehicle that has a speed attainable in 2 miles of 30 mph or less, to be equipped with an antilock brake system ("ABS"), as specified in S5.5.1 of the standard. JSC manufactures street sweepers. One of these, the Model M4000, is a "truck" as defined by our regulations. The M4000 is hydrostatically driven, and has two braking systems: hydrostatic braking and hydraulically-braked front and rear axles. Both axles are specifically manufactured for JSC by proprietary axle manufacturers who produce customized versions of existing conventional vehicle axles, in order to make them economically viable. As far as JSC can ascertain, it is unique in producing a hydrostatically-driven vehicle that can achieve highway speeds of up to 60 mph. A supplier had promised axles by August 1998 that would be compatible with ABS control systems leading JSC to expect that it could conform with the new requirements of Standard No. 105 effective March 1, 1999. However, for the reasons discussed below, the supplier is unable to fulfill its commitment to JSC in a timely manner.