

uses around the airport and preventing the introduction of additional non-compatible 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 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 an 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 Helena Airports District Office in Helena, Montana. Great Falls International Airport submitted to the FAA on February 2, 2007, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study. The Great Falls International Airport noise exposure maps were determined to FAA to be in compliance with applicable requirements on February 13, 2007. Notice of this determination was published in the **Federal Register** on February 26, 2007 (FR Volume 72, Number 37, pages 8412 and 8413).

The Great Falls International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from 2005 through 2016. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act.

The FAA began its review of the program on February 13, 2007, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified 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 ten proposed actions for noise mitigation on and off the airport. Eight of these were approved by the Airport requiring an FAA determination. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective August 8, 2007.

The program elements were approved as follows and as further described in the Record of Approval.

Recommendation one—Amend Local Zoning Ordinances to Minimize New Non-compatible Land Uses was approved except for clarified FAA involvement regarding height restrictions. This element will be addressed on a case-by-case basis under project specific 14 CFR Part 77 evaluations.

Recommendation two: Create Fair Disclosure Agreements within the Airport Influence Area;

Recommendation three: Amend Existing Building Codes;

Recommendation four: Prohibit Noise Sensitive Land Use with the 65 DNL;

Recommendation five: Prohibit Residential Densities Greater than 2–4 units/acre;

Recommendation seven: Sound Attenuation and Undeveloped Land Purchase;

Recommendation nine: Periodic Review of Aeronautical Operations and Part 150 Updates;

Recommendation ten: Establish Local Committee to Monitor 150 Program;

Recommendation six and eight were not approved by the Airport Authority and required no action by FAA.

These determinations are set forth in detail in a Record of Approval signed by the Airports Division Manager, Northwest Mountain Region on August 8, 2007. 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 Great Falls International Airport. The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Renton, Washington August 8, 2007.

Donna P. Taylor,

Manager, Airports Division, Northwest Mountain Region.

[FR Doc. 07–4153 Filed 8–23–07; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 07–02–C–00–PFN To Impose a Passenger Facility Charge (PFC) at Panama City/Bay County International Airport, Panama City, FL, and Use the Revenue From a Passenger Facility Charge at the Relocated Panama City/Bay County International Airport, Panama City, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Panama City/Bay County International Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before September 24, 2007.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, Suite 400, 5950 Hazeltine National Drive, Orlando FL 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Randy Curtis, Executive Director, at the following address: Panama City/Bay County International Airport, 3173 Airport Road, Panama City, Florida, 32405.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the (PA) under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Susan Moore, Program Manager, Orlando ADO, (407) 812–6331, extension 120. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Panama City/Bay County International Airport under the provisions of the 49

U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 16, 2007, the FAA determined that the application to impose and use the revenue from a PFC submitted by Panama City/Bay County International Airport Authority was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 14, 2007.

The following is a brief overview of the application.

Proposed charge effective date: December 1, 2007.

Proposed charge expiration date: March 1, 2038.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$41,968,640.

Brief description of proposed project(s): Relocate Panama City/Bay County International Airport: Site Development, Primary Runway Paving, Paving/Lighting/NavAids Installation, Terminal Construction, Utilities Installation and Facilities Construction.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: 1701 Columbia Avenue, College Park GA, 30337.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Panama City/Bay County International Airport Authority.

Issued in Orlando, FL on August 17, 2007.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 07-4152 Filed 8-23-07; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-28660]

Agency Information Collection Activities; Revision of an Approved Information Collection: Accident Recordkeeping Requirements

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. This information collection concerns the requirement that motor carriers maintain a record of all accidents in which their commercial motor vehicles (CMVs) are involved. The collection is necessary for FMCSA to assess the effectiveness of the safety management controls of motor carriers. On April 23, 2007, FMCSA published a **Federal Register** notice allowing for a 60-day comment period on the ICR. One comment was received.

DATES: Please send your comments by September 24, 2007. OMB must receive your comments by this date in order to act quickly on the ICR.

ADDRESSES: You may submit comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, Attention: DOT/FMCSA Desk Officer.

FOR FURTHER INFORMATION CONTACT: Mr. Tom Yager, Chief, Driver & Carrier Operations Division, Office of Bus & Truck Standards and Development (MC-PSD): Telephone: 202-366-4009; e-mail MCPSD@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Accident Recordkeeping Requirements.

OMB Control Number: 2126-0009.

Type of Request: Revision of a currently-approved collection.

Respondents: Motor Carriers.

Estimated Number of Respondents: 106,800 motor carriers.

Estimated Time per Response: 18 minutes.

Expiration Date: September 30, 2007.

Frequency of Response: Once per year.

Estimated Total Annual Burden: 32,040 hours. 106,800 motor carriers recording an accident × 18 minutes per response/60 minutes in an hour.

Background

Title 49 of the Code of Federal Regulations, Section 390.15, requires interstate motor carriers to maintain an "accident register" consisting of a list of "accidents" (as defined in 49 CFR 390.5) that involve their CMVs and occur in interstate or intrastate commerce. The register may be electronic. The information for each accident must include, at a minimum, the following elements: Date of accident; city or town in which or most near where the accident occurred and

the State in which the accident occurred; driver name; number of injuries; number of fatalities; and whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicles involved in the accident, were released. In addition, the register must contain copies of all accident reports required by State or other governmental entities or insurers. A motor carrier must maintain the required information in the accident register for three years after the date of the accident.

The FMCSA uses this data to analyze the safety performance of motor carriers and drivers of CMVs. This information supports the DOT strategic goal of safety. Information concerning crashes strengthens FMCSA's ability to assess motor carrier safety performance and to assist motor carriers in preventing crashes and reducing crash severity. The FMCSA uses this data to target motor carriers with the weakest safety records.

Response to Comment: On April 23, 2007, FMCSA published a **Federal Register** notice allowing for a 60-day comment period on the proposed renewal of this ICR. One comment was received from the American Trucking Association (ATA). In that comment, the ATA asked the Agency to reconsider its calculations to account for the fact that the States historically under-report their accidents to FMCSA. For this ICR, FMCSA did not use the accident data reported by the States to FMCSA. The Agency employed two databases compiled by the National Highway Traffic Safety Administration because they produced the most accurate and reliable data for calculating the paperwork burden of this ICR.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FMCSA's performance; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued on: August 17, 2007.

Terry Shelton,

Associate Administrator for Research and Information Technology.

[FR Doc. E7-16724 Filed 8-23-07; 8:45 am]

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