

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 of 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 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 Director of Aviation for Colorado Springs Airport submitted to the FAA the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted at Colorado Springs

Airport. The Colorado Springs noise exposure maps were determined by FAA to be in compliance with applicable requirements of February 8, 2001. Notice of this determination was published in the **Federal Register** on February 20, 2001.

The Colorado Springs 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 2002. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in 49 U.S.C. 47504(a). The FAA began its review of the program on February 8, 2001, and was required by a provision of 49 U.S.C. 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 seven proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of 49 U.S.C. 47504(b) and FAR 150 have been satisfied. The overall program, therefore, was approved by the the Associated Administrator for Airports effective August 7, 2001. These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on August 7, 2001. 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 Colorado Springs Airport.

Issued in Renton, Washington, on August 20, 2001.

Lowell H. Johnson,

Manager, Airports Division, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety 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 collections and their expected burden. The **Federal Register** notice with a 60-day comment period was published on December 13, 2000 (65 FR 77958-77959).

DATES: Comments must be submitted on or before October 4, 2001.

FOR FURTHER INFORMATION CONTACT: Walter Culbreath at the National Highway Traffic Safety Administration, (NAD-40), 202-366-1566. 400 Seventh Street, SW., Room 6132, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: National Survey of Drinking and Driving Attitudes & Behaviors—2001
OMB Number: 2127—New.

Type of Request: New information collection requirement.

Abstract: An agency goal is to reduce the number of alcohol related fatalities from 15,786, in 1999, to 11,000 by the year 2005. In support of this goal, NHTSA has conducted over past decade a series of bi-annual surveys of the driving-aged public (aged 16 or older) to identify patterns and trends in public attitudes and behaviors towards drinking and driving and public reaction to alcohol countermeasures aimed at reducing the occurrence of drinking and driving and alcohol related crashes. The proposed study, to be administered in the 3rd quarter of 2001, and the sixth in this series of biennial survey's will collect data on topics included in the first five studies (and several additional topics), including: frequency of drinking and driving and of riding with an impaired driver, ways to prevent drinking and driving, enforcement of drinking and driving laws including the use of sobriety checkpoints, understanding of BAC levels and legal limits, and crash and injury experience.

Affected Public: Randomly selected members of the general public aged sixteen and older in telephone households.

Estimated Total Annual Burden: 1,680.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of

Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA 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, D.C., on August 29, 2001.

Herman L. Simms,

Associate Administrator for Administration.
[FR Doc. 01-22156 Filed 8-31-01; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6583; Notice 2]

Supplemental Notice on Public Workshop

AGENCY: National Highway Traffic Safety Administration.

ACTION: Supplemental notice on public workshop.

SUMMARY: We are issuing this notice to provide additional information about the public workshop we will be hosting for the New Car Assessment Program (NCAP) on Consumer Braking Information. The purpose of this program is to provide comparative stopping distance performance of light vehicles, currently targeted to those light vehicles equipped with 4-wheel anti-lock braking systems (ABS). Our workshop will focus on the issues discussed in the Request for Comments notice published on July 17, 2001, including driver variability, test pavement variability, and consumer information format. The results of this workshop will be included in the subject docket along with other written comments received by October 15, 2001. These comments, and any data that are submitted, will be used to assist in finalizing plans for a pilot program on brake testing of model year 2003 vehicles.

DATES: We will hold the public workshop on September 26, 2001, from 9 a.m. to 4 p.m. If you wish to participate in the meeting, or submit comments on the proposed agenda, please contact Mr. Jeff Woods, at the address or telephone number listed below, by September 24, 2001. If you wish to give a presentation at the meeting, please provide a synopsis of your presentation to Mr. Woods by September 19, 2001. Presentations shall be limited to 30 minutes with a brief question-and-answer opportunity following each presentation.

ADDRESSES: *Public Workshop:* We will hold the public meeting in room 6332-6336 of the Department of Transportation Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Jeff Woods, Office of Safety Performance Standards, NPS-22, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590. Telephone: (202) 366-6206; Fax: (202) 366-4329, email: jwoods@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background

On July 17, 2001, we published a **Federal Register** Notice (66 FR 37253) requesting comments on our consumer braking information program for light vehicles that are currently subjected to the NCAP program. We also announced a public workshop for September 26, 2001, to discuss some of the technical issues about this braking information program. This notice provides additional details of the workshop, including the location, time, agenda and goals of the workshop.

In the July 17, 2001 notice, the agency provided an extensive discussion of the history of the program, the research conducted to date, a discussion of some of the issues that the agency feels have been resolved, and a detailed description of the draft test protocol. This previous notice can be found in the subject docket (see instructions on how to access the docket below under Availability of Relevant Documents below).

Public Meeting

A. Time/Location

The workshop will be held Wednesday, September 26, 2001, at the Department of Transportation headquarters building (also known as the Nassif Building), 400 Seventh Street, SW., Washington, DC 20590, Room 6332-6336. The meeting will be from 9 a.m. until 4 p.m.

B. Purpose

The purpose of the meeting is to obtain more technical information and discuss some of the outstanding issues related to the consumer braking information program. The specific issues that we would like to focus on include:

- Driver Variability
- Test Surface Variability
- Consumer Information Format

Though our primary focus will be on these issues, we will be open to presentations and discussions of other relevant technical issues related to the program, as time allows.

C. Agenda for the Public Workshop on NCAP Braking

I. Opening Remarks

II. Introduction

Agency Presentation—Brief overview of the development of the NCAP Braking program

III. Technical Presentations

- A. Driver Variability
- B. Surface Variability

- C. Consumer Information Format

IV. Post Presentation Open Discussions

If possible the presentations will be scheduled by the primary subject of the presentations, as listed in the agenda. However, speakers are encouraged to make their entire presentation at one time.

D. Procedural Matters

The meeting will be moderated by a NHTSA representative.

After each presentation, there will be a ten-minute opportunity to address questions from the agency panel and from the audience.

To facilitate communication, we will provide auxiliary aids (e.g., sign-language interpreter) to participants as necessary, during the meeting. Any person desiring assistance of auxiliary aids should contact Mr. Woods no later than 10 days before the meeting. For any presentation that will include slides, motion pictures, a computer projector, or any other visual aids, the presenters should bring at least two paper copies of the presentation to the meeting so that we can provide a copy to the court reporter and readily include the material in the public record. In addition, we will make a verbatim record of the public meeting and place a copy in the docket.

E. Availability of Relevant Documents

The July 17, 2001, Request for Comments notice for the NCAP Braking program has been placed in the docket. To obtain that notice, you may either visit the docket in Washington, DC, or