

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent to Request Amendment From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Outsource Maintenance Providers Quarterly Utilization Report**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve an amendment of a current information collection. The amendment is to add air agencies to the list of respondents. The data from this report will be used to assist the principal maintenance or avionics inspector in revising the annual FAA surveillance requirements of the leading contract maintenance providers to the air operators and air agencies.

DATES: Please submit comments by May 1, 2006.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895, or by e-mail at: Judy.Street@faa.gov.

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

Title: Outsourcing Maintenance Providers Quarterly Utilization Report.

Type of Request: Amendment of an approved collection.

OMB Control Number: 2120-0708.

Forms(s): Quarterly Outsource Maintenance Providers Utilization Report.

Affected Public: An estimated 5,800 respondents.

Frequency: The information is collected quarterly.

Estimated Average Burden per Response: Approximately 1 hour per response.

Estimated Annual Burden Hours: An estimated 23,200 hours annually (This is an increase over the previous estimate for this collection. We have expanded the respondent base for this collection).

Abstract: The data from this report will be used to assist the principal maintenance or avionics inspector in revising the annual FAA surveillance requirements of the leading contract maintenance providers to the air operators and air agencies.

ADDRESSES: Send comments to the FAA at the following address: Ms. Judy Street, Room 612, Federal Aviation Administration, Standards and

Information Division, ABA-20, 800 Independence Ave., SW., Washington, DC 20591.

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 estimates 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 February 24, 2006.

Judith D. Street,

FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Approval of Noise Compatibility Program; Boise Air Terminal/Gowen Field, Boise, ID**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Boise Air Terminal/Gowen Field under the provisions of Title 49 of the United States Code (49 U.S.C.), the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act," and Title 14 of the Code of Federal Regulations, Part 150. These findings are made in recognition of the description of federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On August 23, 2005, the Federal Aviation Administration (FAA) determined that the noise exposure maps submitted by the Boise Air Terminal/Gowen Field under Part 150 were in compliance with applicable requirements. On February 8, 2006, the FAA approved the Boise Air Terminal/Gowen Field noise compatibility program. Thirty of thirty-two recommendations of the program were approved.

DATES: The effective date of the FAA's approval of the Boise Air Terminal/

Gowen Field Noise Compatibility Program is February 8, 2006.

FOR FURTHER INFORMATION CONTACT:

Cayla Morgan, Federal Aviation Administration, Seattle Airports District Office, 1601 Lind Ave. SW., Renton, WA 98055-4056, telephone 425-227-2653. 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 Boise Air Terminal/Gowen Field, effective February 8, 2006.

Under section 47504 of 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 non-compatible land uses and prevention of additional non-compatible 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 non-compatible land 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 of 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