

expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 9, 2005, pages 11725–11726.

DATES: Comments must be submitted on or before July 22, 2005. A comment to OMB is most effective if OMB receives it within 30 days of publication.

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

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Protection of Voluntarily Submitted Information.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120–0646.

Form(s) NA.

Affected Public: A total of 10 respondents.

Abstract: The rule regarding the protection of voluntarily submitted information acts to ensure that certain non-required information offered by air carriers will not be disclosed. The respondents apply to be covered by this program by submitting an application letter notifying the Administrator that they wish to participate.

Estimated Annual Burden Hours: An estimated 5 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 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 June 16, 2005.

Judith D. Street,

FAA Information Systems and Technology Services, ABA–20.

[FR Doc. 05–12364 Filed 6–21–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Federal Aviation Administration Policy for Certification of New-Production Military-Derived Aircraft in Restricted Category

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of policy and request for public comment.

SUMMARY: This notice announces the Federal Aviation Administration (FAA) policy for the type certification of new-production military-derived aircraft in restricted category as allowed by Title 14 of the Code of Federal Regulations (14 CFR) 21.25(a)(2) and 21.185(a).

DATES: Comments must be received on or before July 22, 2005.

ADDRESSES: Send all comments on this policy to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Certification Procedures Branch, AIR–110, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, ATTN: Mr. Graham Long. You may also deliver comments to the address above, or via e-mail to: 9-AWA-AIR110-GNL2@faa.gov.

FOR FURTHER INFORMATION CONTACT: Mr. Graham Long, AIR–110, Room 815, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, AIR–110, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267–3715, FAX: (202) 237–5340, or e-mail: 9-AWA-AIR110-GNL2@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the policy by submitting written data, views, or arguments to the above address. Comments received on the policy may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all communications received on or before the closing date before issuing the final Notice.

Background

Interested parties have approached us requesting approval of new-production, military-derived aircraft for use in restricted category special purpose operations. Those interested parties are seeking to have these new-production,

military-derived aircraft eligible for U.S. civil airworthiness certification without passing through the military acquisition system. Note, under current regulations, new-production military-derived aircraft are eligible for an airworthiness certificate in restricted category (See 14 CFR 21.185(a)) provided:

(1) They are of a type having met the requirements of 14 CFR 21.25(a)(2);

(2) Are manufactured by the original manufacturer of the type for the U.S. Armed Forces (or its licensee); and

(3) Are manufactured under a Federal Aviation Administration (FAA) production approval (see generally 14 CFR part 21, Subpart G-Production Certificates).

The availability of new-production military-derived aircraft enables newer military-derived aircraft, with the original equipment manufacturers' (OEM) technical support, to operate in place of older military surplus aircraft currently being used.

How To Obtain Copies

You may get a copy of the proposed policy statement from the Internet at: <http://www.faa.gov/Certification/Aircraft/DraftDoc/Comments.htm>, by selecting Draft Policy Memos. You may also request a copy from Mr. Graham Long. See the section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address.

Issued in Washington, DC, on June 15, 2005.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 05–12377 Filed 6–21–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program Notice; Georgetown Municipal Airport, Georgetown, TX

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the city of Georgetown under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as “the Act”) 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 January 26,

2004, the FAA determined that the noise exposure maps submitted by the city of Georgetown under Part 150 were in compliance with applicable requirements. On May 27, 2005, the FAA approved the Georgetown Municipal Airport noise compatibility program. Most of the recommendations of the program were approved.

DATES: *Effective Date:* The effective date of the FAA's approval of the Georgetown Municipal Airport noise compatibility program is May 27, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Blackford, Environmental Specialist, Federal Aviation Administration, Texas Airports Development Office, ASW-650, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0650. Telephone (817) 222-5607. 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 the Georgetown Municipal Airport, effective May 27, 2005.

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 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 of management of the navigable airspace and air traffic control system, 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 regional office in Fort Worth, Texas.

The city of Georgetown submitted to FAA on December 19, 2003, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from May 30, 2001, through June 3, 2004. The Georgetown Municipal Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on January 26, 2004. Notice of this determination was published in the **Federal Register** on February 19, 2004.

The Georgetown Municipal Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from June 3, 2004, to the year 2013. 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 November 20, 2004, 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.

This submitted program contained twenty (20) proposed actions for noise mitigation on and off the airport. 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 May 27, 2005.

Outright approval was granted for twelve (12) of the specific program elements. Six (6) elements were disapproved, one (1) element was partially approved and one (1) required no action. Disapproved elements included: Encourage Departing Aircraft To Use Best Rate of Climb; Encourage Aircraft to Begin Departure From the Runway; Avoid Prolonged Run-Ups and Perform As Near the Center of The Airport As Possible; Continue Use of NBAA Standard Noise Abatement Departure Procedures; and, Maintain Right-hand Traffic Pattern on Runway 36.

Analysis did not demonstrate the preceding measures noise benefits and thus were disapproved for purposes of Part 150. Disapproval does not prohibit the airport sponsor from continuing the actions or alternatively resubmission of the measures with supplemental information for FAA approval. Additionally, the measure to Designate Runway 11 as the Preferential Nighttime Runway for Departures was disapproved because it was inconsistent with efforts to reduce runway incursions and did not satisfy approval criteria under 14 CFR Part 150. Approved measures included sound insulation of twenty-seven (27) homes within the 2008 65 DNL Noise contour as well as those measures contained in the Land Use Planning Element (four (4) measures, one (1) approved in part) and the Program Management Element (four (4) measures).

These determinations are set forth in detail in a Record of Approval signed by the Associate Administrator for Airports, ARP-1, on May 27, 2005. 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 Georgetown Municipal Airport. The Record of Approval also will be available on-line at: <http://www.faa.gov/>

arp/environmental/14cfr150/index14.cfm.

Issued in Fort Worth, Texas, June 14, 2005.

Kelvin L. Solco,

Manager, Airports Division.

[FR Doc. 05–12376 Filed 6–21–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Determination of Compliance of the Noise Exposure Maps and Receipt and Request for Review of Noise Compatibility Program at Northwest Arkansas Regional Airport

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Northwest Arkansas Regional Airport Authority for Northwest Arkansas Regional Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) 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 Northwest Arkansas Regional Airport under part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before December 4, 2005.

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 June 7, 2005. The public comment period ends August 6, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Tim Tandy, Federal Aviation Administration, ASW–630, Fort Worth, TX 76193–0630; telephone number 817–222–5635. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces the FAA finds the noise exposure maps submitted for Northwest Arkansas Regional Airport are in compliance with applicable requirements of part 150, effective June 7, 2005. Further, the FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before December 4, 2005. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C. 47503 (the Aviation Safety and Noise Abatement Act, hereinafter referred to as the “the Act”), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible 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 interest 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 the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

Northwest Arkansas Regional Airport Authority submitted to the FAA on May 25, 2005, noise exposure maps, descriptions and other documentation that were produced during Northwest Arkansas Regional Airport Part 150 Study, May 2005. It was requested the FAA review this material as the noise exposure maps, as described in section 46503 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 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Northwest Arkansas Regional Airport Authority. The specific documentation determined to constitute the noise exposure maps includes the following from the May 2005 14 CFR part 150 Noise Study: Figure A2, Existing Airport Layout; Figure A3, Generalized Existing Land Use; Figure C10, Noise Monitoring Locations with Existing Land Use; Figure C18, Arrival/Departure Flight Tracks with Existing Land Use; Figure C24, Existing (2002) Noise Exposure Map; Figure C25, Future Base Case Noise Contours (2008) with Existing Land Use; Figure F1, Future (2008) DNL Noise Contours with Existing Land Use; Figure F2, Future (2020) DNL Noise Contours with Existing Land Use; Figure G1, Future (2008) Noise Exposure Map; Figure G2, Future (2020) DNL Noise Contours with Existing Land Use; Table A1, Summary of Historical Operations,

1990–2001; Table A2, Instrument Approach Procedures; Table B1, Historical Aviation Activity, 1990–2000; Table B2, Existing Operations by Aircraft Type, 2000; Table B4, Commercial Service Operations Forecast, 2000–2020; Table B5, General Aviation Operations Forecast Scenarios, 2000–2020; Table B6, Military Operations Forecast, 2000–2020; Table B7, Summary of Operations Forecast by Aircraft Type, 2000–2020; Table B8, Summary of Local and Itinerant Operations, 2000–2020; Table B9, Peak, Period Aircraft Operations, 2000–2020; Table B10, Based Aircraft Forecast Scenarios, 2000–2020; Table B11, Based Aircraft Forecast by Type, 2000–2020; Table B12, Summary of Aviation Activity Forecasts, 2000–2020; Table C2, Summary of Noise Measurement Survey; Table C3, Ambient Noise Levels in dB (A) by Monitoring Site; Table C4, Average Daily Departures by Aircraft Type; Table C6, ATC Tower Counts by Aircraft Class and Month; Table C7, Commercial Aircraft Types by Airline and Origin/Destination; Table C8, Existing Annual Operations by Aircraft Type and Time of Day; Table C9, Forecast of Operations, 2008; Table F1, Contour Comparison for Each Modeled Alternative; Chapter I, Consultation; Appendix One, Additional Noise Information.

The FAA has determined these maps for Northwest Arkansas Regional Airport are in compliance with applicable requirements. This determination is effective on June 7, 2005. The 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 constitute 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 a noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities