

4. *Title:* Fleet and Operations Reporting: Grand Canyon National Park.
Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0606.

Form(s): N/A.

Affected Public: 24 operators.

Abstract: Each operator conducting air tours in the Grand Canyon National Park must comply with the collection requirements for that airspace. The FAA will use the information it collects and reviews to monitor compliance with the regulations and, if necessary, take enforcement action against violators of the regulations.

Estimated Annual Burden Hours: 48 burden 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 collections of information are 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 collections; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on March 2, 2000.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 00-5491 Filed 3-6-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Cleveland for Cleveland Hopkins 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 Cleveland Hopkins International Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before August 23, 2000.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and the start of its review of the associated noise compatibility program is February 25, 2000. The public comment period ends April 25, 2000.

FOR FURTHER INFORMATION CONTACT:

Lawrence King, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7293. 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 Cleveland Hopkins International Airport are in compliance with applicable requirements of part 150, effective February 25, 2000. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before August 23, 2000. 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 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 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 bound by 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 non-compatible uses and for the

prevention of the introduction of additional non-compatible uses.

The City of Cleveland submitted to the FAA on February 23, 2000 noise exposure maps, descriptions and other documentation which were produced during a noise compatibility planning study conducted from January 1998 through February 2000. 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 city of Cleveland. The specific maps under consideration are the current Noise Exposure Map depicted as Exhibit 1-1 and the 2006 Noise Exposure Map depicted as Exhibit 1-3 in the submission. The FAA has determined that these maps for Cleveland Hopkins International Airport are in compliance with applicable requirements. This determination is effective on February 25, 2000. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the map 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 contours, or in interpreting the 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 detailed 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 statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Cleveland Hopkins International Airport, also effective on February 25, 2000. 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 August 23, 2000.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 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 non-compatible land uses and preventing the introduction of additional non-compatible 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:

Federal Aviation Administration, 800 Independence Avenue, SW, Room 617, Washington, DC 20591

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111

City of Cleveland, Department of Port Control, 5300 Riverside Drive, Cleveland, Ohio 44135-3193

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

Issued in Belleville, Michigan, on February 25, 2000.

James M. Opatrny,

Acting Manager, Detroit Airports District Office, Great Lakes Region.

[FR Doc. 00-5492 Filed 3-6-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration (RSPA), DOT

[Docket No. RSPA-99-5611; Notice 18]

Pipeline Safety: Northwest Pipeline Corporation Approved for Pipeline Risk Management Demonstration Program

AGENCY: Office of Pipeline Safety, DOT.

ACTION: Notice of risk demonstration project approval and finding of no significant impact.

SUMMARY: The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) has issued a Risk Management Demonstration Project Order authorizing Northwest Pipeline Corporation (a part of Williams Gas Pipeline) to participate in the Pipeline Risk Management Demonstration Program. OPS has also made a finding that Northwest's demonstration project will have no significant impacts on the environment.

ADDRESSES: Comments on this or any other demonstration project will be accepted in the Docket throughout the 4-year demonstration period. Comments should be sent to the Dockets Facility, U.S. Department of Transportation, Plaza 401, 400 Seventh Street, SW, Washington, DC 20590-0001, or you can E-Mail your comments to ops.comments@rspa.dot.gov. Comments should identify the docket number RSPA-99-5611. Persons should submit the original comment document and one (1) copy. Persons wishing to receive confirmation of receipt of their comments must include a self-addressed stamped postcard. The Dockets Facility is located on the plaza level of the Nassif Building in Room 401, 400 Seventh Street, SW, Washington, DC. The Dockets Facility is open from 10 a.m. to 5 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Elizabeth Callsen, OPS, (202) 366-4572, regarding the subject matter of this document. Contact the Dockets Unit, (202) 366-5046, for docket material. Comments may also be reviewed on line at the DOT Docket Management System web site at <http://dms.dot.gov/>.

SUPPLEMENTARY INFORMATION:

Project Authorization

On January 11, 2000, OPS, pursuant to 49 U.S.C. 60126, issued Northwest Pipeline Corporation a Risk Management Demonstration Project Order authorizing Northwest to conduct

a risk management project on its interstate natural gas transmission pipeline system that extends from Sumas, Washington to the San Juan Basin in Colorado. OPS has determined, after a comprehensive review of Northwest's demonstration project, that the project is expected to provide superior safety.

More detailed descriptions of all aspects of the Northwest demonstration project, including the OPS rationale for approving the project, are available in the following documents:

(1) 64 FR 67602, "Pipeline Safety: Intent to Approve Project and Environmental Assessment for the Northwest Pipeline Corporation Pipeline Risk Management Demonstration Project," December 2, 1999.

(2) "Demonstration Project Prospectus: Northwest Pipeline Corporation," available by contacting Elizabeth M. Callsen at 202-366-4572. Includes maps of the demonstration segments.

(3) "Northwest Pipeline Corporation—Application for DOT-OPS Risk Management Demonstration Program," March 18, 1999, available via the Pipeline Risk Management Information System (PRIMIS), on the OPS Home Page at <http://ops.dot.gov>.

(4) Northwest Pipeline Corporation Final Work Plan, December 17, 1999, available via the Pipeline Risk Management Information System (PRIMIS), on the OPS Home Page at <http://ops.dot.gov>.

(5) "Risk Management Demonstration Project Order" for Northwest Pipeline Corporation, January 11, 2000.

Finding of No Significant Impact (FONSI)

OPS has reviewed Northwest's project for conformity with section 102(2)(c) of the National Environmental Policy Act (42 U.S.C. 4332), the Council on Environmental Quality implementing regulations (40 CFR 1500-1508), and Department of Transportation Order 5610.1c, Procedures for Considering Environmental Impacts. OPS conducted an Environmental Assessment of Northwest's project (64 FR 67602, "Pipeline Safety: Intent to Approve Project and Environmental Assessment for the Northwest Pipeline Corporation Pipeline Risk Management Demonstration Project," December 2, 1999).

OPS received no public comment on the Environmental Assessment. Based on the analysis and conclusions reached in the Environmental Assessment and the analyses conducted in the above-listed documents, OPS has determined