

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 under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, the airport sponsor must submit requests for project grants to the FAA Denver Airports District Office in Denver, Colorado.

The Centennial Airport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 2012. The Arapahoe County Public Airport Authority, Englewood, CO, requested that the FAA evaluate and approve this material as a noise compatibility program for the Centennial Airport, as described in Section 104(b) of the Act. The FAA began its review of the program on February 22, 2008, and was required by a provision of the Act 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 a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 12 proposed actions to address noise on and off the airport. The FAA completed its review and determined that the overall program complied with procedural and substantive requirements of the Act and Part 150. The overall program, therefore, was approved by FAA effective August 12, 2008.

FAA granted outright approval for five of the specific program recommendations. One of these approved elements involves voluntary measures that the airport sponsor can encourage pilots to use to help minimize aircraft noise. The other four approved recommendations involve program management and are intended to assist in the development and operations of a noise abatement office and noise monitoring efforts. These measures include the installation of a permanent noise monitoring system to monitor noise levels and compliance with noise abatement measures and the use of a public advisory committee to monitor programs implemented as a result on the adoption of the NCP, including the Noise Monitoring Program.

FAA approved in part the NCP recommendation that addresses land use planning. This recommendation

involves the airport authority working with the local municipalities to amend zoning requirements, comprehensive plans and development regulations to minimize new, noncompatible land uses near the airport and to minimize the impact on airspace surrounding the airport, including 14 CFR Part 77 imaginary surfaces. FAA disapproved for Part 150 purposes portions of this recommendation related to airspace issues regulated under Part 77.

In addition, the airport sponsor proposes four changes to flight procedures. One of these measures, a change to nighttime flight procedures for jets departing to the north, FAA approved, subject to further environmental review and air traffic operational safety and efficiency. FAA also approved, for Part 150 purposes, the elimination of the preferential runway procedure.

FAA disapproved the remaining two program elements that involve proposed changes to flight procedures. FAA Air Traffic Control determined these procedures would create numerous adverse impacts to safety and efficiency of air traffic control operations. These procedures would have tested 24-hour flight tracks between 350 and 010 degree headings and implemented a 170 degree departure heading to 4 DME or 8,000 MSL (± 20 degrees).

The airport sponsor also proposes banning certain type of aircraft operations. In particular, the airport sponsor proposes the ban of Stage I aircraft under 75,000 lbs. from operating at Centennial Airport but did not provide data supporting the noise benefit of such a ban, per Part 150 requirements. For this reason, the FAA disapproved this recommendation pending further study. The Arapahoe Public Airport Authority may submit this additional information to FAA for further evaluation.

FAA also disapproved the proposed ban of Stage 2 aircraft between the hours of 10 p.m. and 6 a.m., pending additional information needed from the airport sponsor, as required under 14 CFR Part 161. The Arapahoe Public Airport Authority studied the noise benefit of such a ban and describes this benefit in its NCP. While this meets the requirements of Part 150, Part 161 requires additional FAA review and approval to determine the impact of such a ban on air commerce and the national airspace system prior to implementing the ban.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the FAA Airports Division Manager on August 12, 2008. The Record of Approval, as well as other evaluation

materials and the documents comprising the submittal, are available for review at the FAA office and Internet site listed above and at the administrative offices of the Arapahoe County Public Airport Authority, Englewood, CO.

Re-issued in Renton, Washington, on August 25, 2008.

Donna P. Taylor,

Manager, Airports Division, FAA Northwest Mountain Region.

[FR Doc. E8-22460 Filed 9-24-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than November 24, 2008.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop-25, Washington, DC 20590, or Ms. Nakia Jackson, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-0571." Alternatively, comments may be transmitted via facsimile to (202) 493-6216 or (202) 493-6497, or via e-mail to Mr. Brogan at robert.brogan@dot.gov, or to Ms. Jackson at nakia.jackson@dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in

response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292) or Ms. Nakia Jackson, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6073). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to provide 60 days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of

proposed information collection activities regarding (i) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)-(iv); 5 CFR 1320.8(d)(1)(i)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection

requirements in a "user friendly" format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

Title: Occupational Noise Exposure for Railroad Operating Employees.

OMB Control Number: 2130-0571.

Abstract: The collection of information is used by FRA to ensure that railroads covered by this rule establish and implement—by specified dates—noise monitoring, hearing conservation, and audiometric testing programs, as well as hearing conservation training programs, to protect their employees against the damaging and potentially dangerous effects of excessive noise in the everyday rail environment.

Affected Public: Businesses.

Respondent Universe: 460 railroads.

Frequency of Submission: On occasion.

Reporting Burden:

| CFR section | Respondent universe | Total annual responses | Average time per response | Total annual burden hours |
|--|-------------------------|---------------------------------------|-----------------------------------|---------------------------|
| 227.9—Waivers | 460 Railroads | 5 petitions | 60 minutes | 5 |
| 227.103—Noise Monitoring Program | 460 Railroads | 460 programs | 2 hours/8 hours/600 hours. | 5,165 |
| —Notification of Employee of Monitoring | 460 Railroads | 905 lists | 30 minutes | 453 |
| 227.107—Hearing Conservation Program (HCP) | 460 Railroads | 461 HCPs | 150 hrs/2 hrs/31 hrs/7.5 hours. | 2,875 |
| —Revised Hearing Conservation Programs (HCPs) | 460 Railroads | 92 HCPs | 1.74 hours | 160 |
| 227.109—Audiometric Testing Program—Existing Employees—Baseline Audiograms | 78,000 Employees | 60,000 audiograms + 6,000 audiograms. | 7 min./25 minutes | 7,000 + 2,500 |
| —Periodic Audiograms | 78,000 Employees | 8,000 audiograms | 25 minutes | 3,333 |
| —Evaluation of Audiograms | 78,000 Employees | 2,330 evaluations + 93 retests. | 6 min./2.5 hours | 466 |
| —Problem Audiograms | 8,000 Employees | 45 documents | 10 minutes | 8 |
| —Follow-up Procedures—Notifications | 8,000 Employees | 93 notifications | 15 minutes | 24 |
| —Fitting/Training of Employees: Hearing Protectors | 240 Employees | 240 tr. sessions | 2 minutes | 8 |
| —Referrals for Clinical/Otological Examinations | 240 Employees | 20 referrals/results | 2 hours | 40 |
| —Notification to Employee of Need: Otological Examination | 240 Employees | 20 notifications | 5 minutes | 2 |
| —New Audiometric Interpretation | 240 Employees | 20 notifications | 5 minutes | 2 |
| 227.111—Audiometric Test Requirements | 1,000 Mobile Vans | 1,000 tests | 45 minutes | 750 |
| 227.117—Hearing Protection Attenuation—Evaluation | 460 Railroads | 50 evaluations | 30 minutes | 25 |
| —Re-Evaluations | 460 Railroads | 10 re-evaluations | 30 minutes | 5 |
| 227.119—Hearing Conservation Training Program—Development | 460 Railroads/AAR | 461 programs | 8 hours/2 hours/116 hours/1 hour. | 956 |
| —Employee Training | 460 Railroads | 26,000 tr. Empl | 30 minutes | 13,000 |
| —Periodic Training | 460 Railroads | 7,000 tr. Empl | 30 minutes | 3,500 |
| 227.121—Recordkeeping—Authorization: Records | 460 Railroads | 10 requests + 10 responses. | 10 min. + 15 min | 5 |
| —Request for Copies of Reports | 460 Railroads | 150 requests + 150 responses. | 21 min. + 45 min | 166 |
| —Records Transfer When Carrier Becomes Defunct | 460 Railroads | 10 records | 24 minutes | 4 |

| CFR section | Respondent universe | Total annual responses | Average time per response | Total annual burden hours |
|--|----------------------------|--------------------------------|---------------------------|---------------------------|
| —Railroad Audiometric Test Records | 460 Railroads | 26,000 records | 2 minutes | 867 |
| —Hearing Conservation Program (HCP) Records. | 460 Railroads | 54,000 records | 45 seconds | 675 |
| —HCP Training Records of Employees | 460 Railroads | 26,000 records | 30 seconds | 217 |
| —Records: Standard Threshold Shifts of Employees. | 460 Railroads | 280 records | 7 minutes | 33 |
| 229.121—Locomotive Cab Noise—Tests/Certifications. | 3 Equipment Manufacturers. | 700 tests/certific | 40 min. + 5 min | 111 |
| —Equipment Maintenance: Excessive Noise Reports. | 460 Railroads | 3,000 reports + 3,000 records. | 10 min. + 5 min | 750 |
| —Maintenance Records | 460 Railroads | 3,750 records | 8 minutes | 500 |
| —Internal Auditable Monitoring Systems | 570 Railroads | 570 systems | 36 min. + 8.25 hour | 572 |
| Appendix H—Static Test Protocols/Records | 700 Locomotives | 2 retests + 2 records | 35 min. + 5 min | 1 |

Total Responses: 230,939.

Estimated Total Annual Burden: 44,178 hours.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC on September 19, 2008.

D.J. Stadler,

Director, Office of Financial Management, Federal Railroad Administration.

[FR Doc. E8–22563 Filed 9–24–08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA–2008–0129]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on an extension of a currently approved collection.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before November 24, 2008.

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room W12–140, ground level, 1200 New Jersey Ave., SE., Washington, DC 20590 by any of the following methods.

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590.

- *Hand Delivery/Courier:* 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. *Telephone:* 1–800–647–5527.

- *Fax:* (202) 493–2251.

Instructions: For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <http://DocketInfo.dot.gov>.

Docket: For access to the docket to read background documents or comments received, go to the street address listed above. The Internet access to the docket will be at <http://www.regulations.gov>. Follow the online instructions for accessing the dockets.

FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from Carlita Ballard, NHTSA, 1200 New Jersey Ave., SE., Room W43–439, NVS–131, Washington, DC 20590. Ms. Ballard's telephone number is (202) 366–0846. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i.) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii.) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii.) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv.) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic,