

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.

[FR Doc. 06-1947 Filed 3-1-06; 8:45 am]

BILLING CODE 4910-13-M

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 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.

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, as 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 Seattle Airports District Office in Renton, Washington. Boise Air Terminal/Gowen Field submitted to the FAA on September 9, 2004, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from 2002 through 2004. The Boise Air Terminal/Gowen Field noise exposure maps were determined by FAA to be in compliance with applicable requirements on August 12, 2005. Notice of this determination was published in the **Federal Register** on August 23, 2005 (FR Volume 70, Number 162, pages 49360–49361).

The Boise Air Terminal/Gowen Field study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from 2004 through 2009. 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 August 12, 2005, 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.

The submitted program contained 32 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 FAA, therefore, approved the overall program, effective February 8, 2006.

Outright approval was granted for 30 program elements. Noise Abatement Measure 6—Downwind Arrival Flight Tracks was disapproved. The measure was disapproved because no demonstrable noise benefit would accrue if this measure were implemented on a voluntary basis. Vectoring aircraft to south downwind would create operational issues. The aircraft would have to be blended with south traffic and have to be kept clear of departing traffic. The new result would be increased workload, risk of error, and increased flying time and cost for users. Noise Abatement Measure 7—Flight Management System (FMS)/Global Positioning System (GPS) Flight Procedures for 1–84 was also disapproved. The NCP did not demonstrate noise benefits for this measure, even assuming 100 percent compliance. Many aircraft presently are not equipped to carry out FMS/GPS procedures, so the compliance rate is unrealistic. Also, the FAA still would need to develop airport-specific procedures, which would take some time to study and determine their feasibility. This recommendation is more appropriate to pursue outside of the Part 150 process to determine local feasibility and possible inclusion in future updates.

These determinations are set forth in detail in a Record of Approval signed by the Associate Administrator of Airports on February 8, 2006. 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 Boise Air Terminal/Gowen Field. The Record of Approval also will be available online at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

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Issued in Renton, Washington, on February 23, 2006.

Lowell H. Johnson,

Manager, Airports Division, Northwest Mountain Region.

[FR Doc. 06–1946 Filed 3–1–06; 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; St. Lucie County International Airport; Fort Pierce, FL

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by St. Lucie County for St. Lucie County International 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 St. Lucie County International under part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before August 22, 2006.

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 February 23, 2006. The public comment period ends April 24, 2006.

FOR FURTHER INFORMATION CONTACT: Ms. Lindy McDowell, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Dr., Suite 400, Orlando, FL 32822, (407) 812–6331, Extension 130. 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 St. Lucie County National Airport are in compliance with applicable requirements of part 150, effective February 23, 2006. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before August 22, 2006. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C. 48503 (the Aviation Safety and Noise Abatement Act, 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