

Washington, DC 20522-0132, who may be reached on 202-261-8200 or millerkd2@state.gov.

SUPPLEMENTARY INFORMATION:

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary to properly perform our functions.
- Evaluate the accuracy of our estimate of the burden of the proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond.

Abstract of proposed collection:

The Office of Overseas Schools of the Department of State (A/OPR/OS) is responsible for determining that adequate educational opportunities exist at Foreign Service Posts for dependents of U.S. Government personnel stationed abroad, and for assisting American-sponsored overseas schools to demonstrate U.S. educational philosophy and practice. The information gathered provides the technical and professional staff of A/OPR/OS the means by which obligations, expenditures and reimbursements of the grant funds are monitored to ensure the grantee is in compliance with the terms of the grant.

Methodology:

Information is collected via electronic and paper submission.

Dated: February 7, 2007.

Peggy Philbin,

Executive Director, Bureau of Administration, Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise-Exposure Map Notice: Receipt of Noise-Compatibility Program and Request for Review for Great Falls International Airport, Great Falls, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise-exposure maps (NEM) submitted by the Director of Aviation for Great Falls 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, submitted for Great Falls International Airport under Part 150, in conjunction with the noise-exposure map. This program will be approved or disapproved on or before August 9, 2007.

DATES: *Effective Dates:* The effective data 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 13, 2007. The public comment period ends April 13, 2007.

FOR FURTHER INFORMATION CONTACT: Gary Gates, Federal Aviation Administration, Helena Airports District Office, 2725 Skyway Drive, Suite 2, Helena MT 59602, telephone 406-449-5271. Comments on the proposed noise-compatibility program also should be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces the FAA's finding that the noise-exposure maps submitted for Great Falls International Airport are in compliance with applicable requirements of Part 150, effective February 13, 2007. Further, the FAA is reviewing that airport's proposed noise-compatibility program, which will be approved or disapproved on or before August 13, 2007. 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 Act"), an airport operator may submit to the FAA noise-exposure maps that meet applicable regulations and 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 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 to the FAA for approval a noise-compatibility program that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The Director of Aviation for the Great Falls International Airport submitted to the FAA on February 2, 2007, noise-exposure maps, descriptions and other documentation, produced during the Great Falls International Airport FAR Part 150 Study, dated September 2006. It was requested that the FAA review this material as the noise-exposure maps, as described in section 47503 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 the Director of Aviation for the Great Falls International Airport. The specific documentation determined to constitute the noise-exposure maps includes the following from the *Great Falls International Airport Part 150 Noise-compatibility Study Update:*

- Supplemental Chapter (pages xxi-xxv) describes updates to Forecasts of Aviation Activity.
- B Section describes prior forecasts of Aviation Activity.
- Section C describes the input data used to develop the existing and future contours.
- Section D describes Land Use Analysis.
- Section F describes the noise abatement alternative evaluation.
- Page F.16 includes revisions to Land Use and Noise Contour Map Analysis.
- Figure F.7, page F.19—Existing (2005) Existing Noise-exposure Map.
- Figure G-1, page G.3—Future (2016) Noise-exposure Map.
- Section G summarizes Actions and Recommendations.
- Section H—Public and Airport User Consultation Summary.
- Appendix 2—Public Hearing Comments and Responses.
- Appendix 5—Comments Outside the Public Hearing Comment Period.

The FAA has determined that these maps for Great Falls International Airport are in compliance with applicable requirements. This determination is effective on February 13, 2007. 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 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 47503 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 47506 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 the 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 that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 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 Great Falls International Airport, also effective on February 13, 2007. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise-compatibility programs, but requires further review 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 13, 2007.

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. The FAA will consider, to the extent practicable, all comments, other than those properly addressed to local land-use authorities. 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 locations: Federal Aviation Administration, Airports Division, 1601 Lind Avenue, SW.; Suite 315, Renton, Washington 98057-3356.

Federal Aviation Administration, Helena Airports District Office, 2725 Skyway Drive, Suite 2, Helena, MT 59602.

Great Falls International Airport, 2800 Terminal Drive, Great Falls, MT 59404.

Issued in Renton, Washington, on February 13, 2007.

Donna P. Taylor,

Manager, Airports Division, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2007-27281]

Agency Information Collection Activities: Notice of Request for Extension of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Request for Extension of Currently Approved Information Collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for renewal of an existing information collection that is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by April 27, 2007.

ADDRESSES: You may submit comments identified by DOT DMS Docket Number FHWA-2007-27281 by any of the following methods:

- *Web Site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington,

DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room 401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Chung Eng, 202-366-8043, Office of Transportation Operations, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: *Title:* Work Zone Safety and Mobility.

OMB Control #: 2125-0600.

Background: As amended on September 9, 2004, 23 CFR 630, Subpart J "Work Zone Safety and Mobility" requires State and local transportation agencies that receive Federal-aid highway funding to use available work zone information and data to assess and manage the work zone impacts of highway projects. While this Rule does not require the reporting or submission of work zone data, it does:

- Require agencies to use work zone data at both the project and process levels to manage and improve work zone safety and mobility;
- At the project level, require agencies to use field observations, available work zone crash data, and operational information to manage the work zone impacts of individual projects;
- At the process level, require agencies to analyze work zone crash and operational data from multiple projects to improve agency processes and procedures, and continually pursue the improvement of overall work zone safety and mobility; and
- Recommend that agencies maintain elements of the data and information resources that are necessary to support the use of work zone data for the activities above.

Most of the data needed to conduct work zone performance monitoring during project implementation as well as post-implementation assessments should be readily available from pre-existing sources. However, data collection or data storage and retrieval systems may need to be altered to take full advantage of available information resources.

Respondents: The State Departments of Transportation (or equivalent) in the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico.