

information that disabled and impaired individuals utilize in making their decisions to apply or not to apply for benefits. The data will be used to determine the appropriateness and accuracy of the information provided to potential applicants and to identify the social networks through which information about the disability programs is disseminated.

	Screen- er sur- vey	Pilot survey
Number of Respondents ..	1,000	200
Frequency of Response ...	1	1
Average Burden Per Re- sponse (minutes)	12	60
Estimated Annual Burden (hours)	200	200

Written comments and recommendations regarding the information collection(s) should be directed within 30 days to the OMB Desk Officer and SSA Reports Clearance Officer at the following addresses:

(OMB), Office of Management and Budget, OIRA, Attn: Laura Oliven, New Executive Office Building, Room 10230, 725 17th St., NW, Washington, D.C. 20503
(SSA), Social Security Administration, DCFAM, Attn: Judith T. Hasche, 1-A-21 Operations Bldg., 6401 Security Blvd., Baltimore, MD 21235

To receive a copy of any of the forms or clearance packages, call the SSA Reports Clearance Officer on (410) 965-4123 or write to her at the address listed above.

Dated: April 3, 1997.

Judith T. Hasche,

Reports Clearance Officer, Social Security Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Naples Municipal Airport; Naples, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised current and future noise exposure maps submitted by the City of Naples, Florida for Naples Municipal Airport under the provisions of Title I of the Aviation

Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed revised noise compatibility program that was submitted for Naples Municipal Airport under Part 150 in conjunction with the noise exposure maps, and that this revised program will be approved or disapproved on or before September 29, 1997.

EFFECTIVE DATE: The effective date of the FAA's determination on the revised noise exposure maps and of the start of its review of the associated revised noise compatibility program is April 2, 1997. The public comment period ends June 1, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024, (407) 812-6331, Extension 29. Comments on the proposed revised noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the revised noise exposure maps submitted for Naples Municipal Airport are in compliance with applicable requirements of Part 150, effective April 2, 1997. Further, FAA is reviewing a proposed revised noise compatibility program for that airport which will be approved or disapproved on or before September 29, 1997. This notice also announces the availability of this revised 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 noncompatible 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 to the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found 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 noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The City of Naples, Florida, submitted to the FAA on February 13, 1997, revised noise exposure maps, descriptions and other documentation which were produced during the Naples Municipal Airport FAR Part 150 Revised program conducted between March 23, 1995 and February 13, 1997. 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 revised noise exposure maps and related descriptions submitted by the City of Naples, Florida. The specific maps under consideration are "1996 Existing Conditions Noise Exposure Map" and "2001 Forecast Conditions Revised Noise Exposure Map" in the Revised Noise Compatibility Program 1996 submission. The FAA has determined that these maps for Naples Municipal Airport are in compliance with applicable requirements. This determination is effective on April 2, 1997. 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 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 revised noise compatibility program 1996 for Naples Municipal Airport, also effective on April 2, 1997. 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 revised program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 29, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, Section 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 noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed revised 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 revised noise exposure maps, the FAA's evaluation of the maps, and the proposed revised noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 5950
Hazelton National Drive, Suite 400,
Orlando, Florida 32822-5024, and

Naples Airport Authority, 160 Aviation
Drive North, Naples, Florida 34104

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

Issued in Orlando, Florida, April 2, 1997.

Charles E. Blair,

Manager, Orlando Airport District Office.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Tuscaloosa County, AL

AGENCY: Federal Highway
Administration (FHWA) DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Tuscaloosa County, Alabama.

FOR FURTHER INFORMATION CONTACT: Mr. Joe D. Wilkerson, Division Administrator, Federal Highway Administration, 500 Eastern Boulevard, Suite 200, Montgomery, Alabama 36117, Telephone: (334) 223-7370, or Mr. Jimmy Butts, Director, State of Alabama Department of Transportation, 1409 Coliseum Boulevard, Montgomery, Alabama 36130, Telephone (334) 242-6311.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the State of Alabama Department of Transportation, will prepare an Environmental Impact Statement for a proposed bypass of the cities of Northport and Tuscaloosa, approximately 29 km (18 miles) in length, beginning at U.S. Highway 82 west and extending north and east around Northport and Tuscaloosa. The proposed limited access multi-lane facility provides a much-needed new crossing of the Black Warrior River that runs generally east and west through the metropolitan area. There are presently two routes serving the Northport/Tuscaloosa area that cross the Black Warrior River. Both of these facilities have become severely congested creating the need for additional river crossings. The area has experienced steady growth, and an additional highway corridor will better serve this rapidly-developing area as well as provide through traffic with an option to bypass the existing overburdened highway network.

A Notice of Intent was previously published on September 17, 1992, to prepare an Environmental Impact Statement for this project. Early coordination letters describing the proposed action and soliciting comments were sent to appropriate Federal, State, local agencies, and to private organizations and citizens who had expressed or were known to have an interest in the proposal. A scoping meeting, four public involvement meetings, and public hearings were held to describe the project and solicit public/private input. After these

meetings, hearings, and consideration of comments, the location of a river crossing was selected and a FONSI approved on January 14, 1994, for a separate project within the overall limits of the bypass for construction of a bridge across the river. Funding to begin bridge construction was provided in the Intermodal Surface Transportation Efficiency Act of 1991.

A Draft Environmental Impact Statement (FHWA-AL-EIS-94-01-D) for the bypass, which also included discussion of the river crossing project, was approved on June 1, 1994. After circulation of the Draft Environmental Impact Statement and holding a corridor public hearing, comments and objections to the alignment north of the river were raised by residents of a subdivision near the proposed location. In order to ensure that there was full public knowledge of the proposed project and to clarify apparent confusion by some citizens, an additional Notice of Intent was published in 1996 to prepare a Supplemental Draft Environmental Impact Statement for the entire route. The Supplemental Draft Environmental Impact Statement was prepared on the entire route and subsequently approved on June 10, 1996. This document was circulated, and a corridor public hearing was held. Once again, objections were raised, and many of the comments concerning the outdated data indicated the need to prepare a new Environmental Impact Statement, based on current issues and conditions rather than trying to utilize information from the previous Environmental Impact Statement and Supplemental Environmental Impact Statement.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. A scoping meeting and public involvement meeting will be held in the project area. In addition, a public hearing will be held. Public notices will be given of the time and place of meetings and hearing. The Draft Environmental Impact Statement will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Environmental Impact Statement should be directed to