

Thence North 84°12'31" West, a distance of 15.05 feet, along the northerly right-of-way line of said Ashville Pike to a point, being the southeast corner of a 0.90 acre tract conveyed to The Ohio Midland Light and Power Company of Canal Winchester and their assigns by deed of record in Deed Book 139, Page 402, being a common corner to said (Tract 1);

Thence the following three courses and distances along the lines common to said (Tract 1) and said 0.90 acre tract:

1. North 03°23'29" East, a distance of 200.00 feet, to a point;

2. North 86°36'31" West, a distance of 200.00 feet, to a point;

3. South 03°23'29" West, a distance of 191.62 feet, to a point in the northerly right-of-way line of said Ashville Pike;

Thence North 84°12'31" West, a distance of 530.00 feet, along the northerly right-of-way line of said Ashville Pike a line common to said (Tract 1) to a point in the easterly right-of-way line of Norfolk Western Railway Company; Thence North 03°35'44" East, a distance of 1947.81 along the easterly right-of-way line of said Norfolk Western Railway Company a line common to said (Tract 1) then said (Tract 13) to a point of curvature, passing the northwest corner of (Tract 1) at 1823.98 feet.

Thence continuing along the easterly right-of-way line of said Norfolk Western Railway Company a line common to said (Tract 13) with a curve to the left having a central angle of 20°18'13", a radius of 1938.85 feet, an arc length of 687.06 feet, a chord bearing of North 06°33'23" West, with a chord distance of 683.47 feet, to a point a the northwest corner of said (Tract 13) a common corner with 255.289 acre (Tract 11) conveyed to Columbus Regional Airport Authority by deed of record in Instrument Number 200401210015232, said point being in the line between Franklin and Pickaway Counties;

Thence continuing along the easterly right-of-way line of said Norfolk Western Railway Company a line common to said (Tract 11) with a curve to the left having a central angle of 11°41'47", a radius of 1938.85 feet, an arc length of 395.80 feet, with a chord bearing of North 22°33'23" West, with a chord distance of 395.11 feet, to a point; Thence the following two (2) courses and distances on, over and across said (Tract 11):

1. North 45°36'00" East, a distance of 143.75 feet, to a point;

2. South 44°24'00" East, a distance of 691.07 feet, to the Point of True Beginning, containing 85.850 acres, more or less.

The bearings in the above description are based on the grid bearing of South 86°13'48" East, between Franklin County Geodetic Survey Monument Number 9958 and Franklin County Geodetic Survey Monument Number 9962.

Issued in Romulus, Michigan on July 13, 2005.

Irene R. Porter,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Nine Current Public Collections of Information

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on nine currently approved public information collections which will be submitted to OMB for renewal.

DATES: Comments must be received on or before September 26, 2005.

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: In accordance with the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. Therefore, the FAA solicits comments on the following current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection in preparation for submission to renew the clearances of the following information collections.

1. 2120-0007, Flight Engineers and Flight Navigators. 49 U.S.C. 44902(a), 44702(a)(2), and 44707(1) authorize

issuance of airman certificates and provide for examination and rating of flying schools. FAR 63 prescribes requirements for flight navigator certification and training course requirements for these airmen. Information collected is used to determine certification eligibility. The current estimated annual reporting burden is 1,416 hours.

2. 2120-0008, Operating Requirements: Domestic, Flag and Supplemental Operation—Part 121. 14 CFR Part 121 prescribes the requirements governing air carrier operations. The information collected is used to determine air operators' compliance with the minimum safety standards set out in the regulation and the applicant's eligibility for air operations certification. The current estimated annual reporting burden is 1,273,247 hours.

3. 2120-0014, Procedures for Non-Federal Navigation Facilities. The non-Federal navigation facilities are electrical/electronic aids to air navigation which are purchased, installed, operated, and maintained by an entity other than the FAA and are available for use by the flying public. These aids may be located at unattended remote sites or airport terminals. The information kept are used by the FAA as proof that the facility is maintained within certain specified tolerances. The current estimated annual reporting burden is 33,116 hours.

4. 2120-0535, Anti-Drug Program for Personnel Engaged in Specified Aviation Activities. 14 CFR Part 121, Appendices I and J, require specified aviation employers to implement FAA-approved antidrug and alcohol misuse prevention programs and conduct testing of safety-sensitive employees. To monitor compliance, institute program improvements, and anticipate program problem areas, the FAA receives reports from the aviation industry. The current estimated annual reporting burden is 26,373 hours.

5. 2120-0600, Training and Qualification Requirements for Check Airmen and Flight Instructors. The rule allows some experienced pilots who would otherwise qualify as flight instructors or check airmen, but who are not medically eligible to hold the requisite medical certificate, to perform flight instructor or check airmen functions in a simulator. The current estimated annual reporting burden is 13 hours.

6. 2120-0604, Aviation Medical Examiner Program. This collection of information is necessary in order to determine applicants' professional and personal qualifications for certification

as an Aviation Medical Examiner (AME). The information is used to develop the AME directories used by airmen who must undergo periodic examinations by AMEs. The current estimated annual reporting burden in 225 hours.

7. 2120-0682, Certification of Repair Stations, Part 145 of Title 14, CFR. Information is collected from applicants who wish to obtain repair station certification. Applicants must submit FAA form 8310-3 to the appropriate FAA flight standards district office for review. If the application is satisfactory, an onsite inspection is conducted. When all the requirements have been met, an air agency certificate and repair station operations specifications with appropriate ratings and limitations are issued. The current estimated annual reporting burden is 270,239 hours.

8. 2120-0702, Use of Certain Personal Oxygen Concentrator (POC) Devices on Board Aircraft. The rule requires passengers who intend to use an approved POC to present a physician statement before boarding. The flight crew must then inform the pilot-in-command that a POC is on board. The current estimated annual reporting burden is 172,694 hours.

9. 2120-0703, Responsibility for Operational Control During Part 135 Operations. As part of our safety oversight responsibilities, the FAA has developed questions concerning elements of the operational control system employed by certain Part 135 operators. The current estimated annual reporting burden is 262 hours.

Issued in Washington, DC, on July 20, 2005.

Judith D. Street,

FAA Information Systems and Technology Services Staff, ABA-20.

[FR Doc. 05-14761 Filed 7-26-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review for Atlantic City International Airport

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by South Jersey Transportation Authority for Atlantic City International Airport under

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 Atlantic City International Airport under part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before January 11, 2006.

DATES: *Effective Date:* 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 July 15, 2005. The public comment period ends September 13, 2005.

FOR FURTHER INFORMATION CONTACT:

Maria Stanco, New York Airports District Office, 600 Old Country Road, Suite 440, Garden City, New York 11530. Comments on the proposed noise compatibility programs should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for the Atlantic City International Airport are in compliance with applicable requirements of Part 150, effective July 15, 2005. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before January 11, 2006. This notice also announces the availability of this program for public review and comment.

Under section 103 of the 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 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.

As 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 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 South Jersey Transportation Authority submitted to the FAA in a letter dated, December 31, 2004, noise exposure maps, descriptions and other documentation. 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 10(b) of the Act.

The FAA has completed its review of the noise exposure maps and related description submitted by the South Jersey Transportation Authority. The specific maps under consideration are the 2004 Noise Exposure (Figure 1.1) and the 2009 Noise Exposure Map (Figures 1.2), Flight Tracks (Figures 5.1, 5.2), Incompatible Land Uses (Figure 7.3), and Noise Sensitive Sites (Figure 8.3). Additional description is contained in Chapter 8 (numbers of residents within noise contours) and in Chapter 6, (Fleet Mix—Tables 6.3 and 6.4) and Chapter 3 (Runway Use). The FAA has determined that these maps, tables and accompanying narrative for Atlantic City International Airport are in compliance with the applicable requirements. This determination is effective on July 15, 2005. 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 the 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