

is to conduct a nation-wide survey to update the scientific evidence of the relationship between aircraft noise exposure and its effects on communities around airports.

**DATES:** Written comments should be submitted by August 11, 2014.

**FOR FURTHER INFORMATION CONTACT:**

Kathy DePaepe at (405) 954-9362, or by email at: [Kathy.DePaepe@faa.gov](mailto:Kathy.DePaepe@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-XXXX (to be determined).

*Title:* Neighborhood Environmental Survey.

*Form Numbers:* There are no FAA forms associated with this collection of information.

*Type of Review:* Clearance of a new information collection.

*Background:* This Neighborhood Environmental Survey is necessary to update the relationship between aircraft noise exposure and its effect on communities around United States airports. This survey will collect data on annoyance from a representative sample of households surrounding airports chosen from a representative sample, and relate the annoyance level to the noise exposure for that address. The FAA will use the information from this collection to derive the empirical data to support potential updates to or validation of the national aviation noise policy.

*Respondents:* 12,147 respondents affected by airport noise.

*Frequency:* One time per respondent.

*Estimated Average Burden per Response:* Five minutes for a mail survey, twenty minutes for a telephone survey for selected respondents.

*Estimated Total Annual Burden:* 1,544 hours.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, ASP-110, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC, on June 5, 2014.

**Albert R. Spence,**

*FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.*

[FR Doc. 2014-13686 Filed 6-11-14; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: FAA Entry Point Filing Form—International Registry**

**AGENCY:** Federal Aviation Administration (FAA), DoT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The respondents supply information through the AC 8050-135 to the FAA Civil Aviation Registry's Aircraft Registration Branch in order to obtain an authorization code for access to the International Registry.

**DATES:** Written comments should be submitted by August 11, 2014.

**FOR FURTHER INFORMATION CONTACT:**

Kathy DePaepe at (405) 954-9362, or by email at: [Kathy.DePaepe@faa.gov](mailto:Kathy.DePaepe@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0697.

*Title:* FAA Entry Point Filing Form—International Registry.

*Form Numbers:* FAA Form 8050-135.

*Type of Review:* Renewal of an information collection.

*Background:* The information collected is necessary to obtain an authorization code for transmission of information to the International Registry. To transmit certain types of interests or prospective interests to the International Registry, interested parties must file a completed FAA Entry Point Filing Form—International Registry, AC Form 8050-135, with the FAA Civil Aviation Registry. Upon receipt of the completed form, the FAA Civil Aviation Registry will issue the unique authorization code.

*Respondents:* Approximately 8,750 applicants.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 30 minutes.

*Estimated Total Annual Burden:* 4,375 hours.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, ASP-110, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC, on June 5, 2014.

**Albert R. Spence,**

*FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.*

[FR Doc. 2014-13688 Filed 6-11-14; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**FAA Approval of Noise Compatibility Program; Seattle-Tacoma International Airport, Seattle, Washington**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Seattle-Tacoma International Airport under the provisions of the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act" and FAA regulations. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On December 13, 2013, the FAA determined that the noise exposure maps submitted by the Seattle-Tacoma International Airport were in compliance with applicable requirements. On May 29, 2014, the FAA approved the Seattle-Tacoma International Airport noise compatibility program. Nineteen of the Twenty-two recommendations of the program were approved. One recommendation was disapproved, one withdrawn and one approved in part and disapproved in part.

**DATES:** The effective date of the FAA's approval of the Seattle-Tacoma International Airport noise compatibility program is May 29, 2014.

**FOR FURTHER INFORMATION CONTACT:** Cayla Morgan, Federal Aviation Administration, Seattle Airports District Office, 1601 Lind Ave. SW., Renton, WA 98057-3356, 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 Seattle-Tacoma International Airport, effective May 29, 2014.

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; and

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 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 Seattle, Washington. Seattle-Tacoma International Airport submitted to the FAA on October 24, 2013, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from 2009 through 2013. The Seattle-Tacoma International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on December 13, 2014. Notice of this determination was published in the **Federal Register** on December 23, 2013 (78 FR 77548-77549).

The Seattle-Tacoma International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. 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 December 13, 2014, 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 9 noise abatement measures, 10 noise

mitigation/land use compatibility measures, and 3 administrative recommendations. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program therefore, was approved by the FAA on May 29, 2014.

Approval was granted for 19 measures. One measure was withdrawn so no action was required. Measure A-10 to address maintenance run-ups was previously disapproved in the 2002 NCP and continues to be disapproved. Measure M-2B for sound insulation of schools was approved as a continuation of a previously approved program but the sound insulation of the Highline Community College was disapproved for Airport Improvement Program funding as it is outside the newly revised noise remedy boundary.

These determinations are set forth in detail in a Record of Approval signed by the Airports Division Manager, Northwest Mountain Region on May 29, 2014. 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 Airport Noise Office of the Seattle-Tacoma International Airport. The Record of Approval also will be available on-line at [http://www.faa.gov/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports/environmental/airport_noise/part_150/states/).

Issued in Renton, Washington, on June 3, 2014.

**Sarah P. Dalton,**

*Manager, Airports Division, Northwest Mountain Region.*

[FR Doc. 2014-13684 Filed 6-11-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2014-0062]

#### ICD-10-CM/AIS Mapping Software

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

**ACTION:** Request for information.

**SUMMARY:** This notice announces NHTSA's Request for Information (RFI) and comment on the potential development of a mapping software to translate the International Statistical Classification of Diseases and Related Health Problems, 10th Revision, Clinical Modification (ICD-10-CM) discharge diagnoses into Abbreviated Injury Scale