

invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. The FAA uses the information collected related to public safety to ensure that a launch or reentry operation involving a human on board a vehicle will meet the risk criteria and requirements with regard to ensuring public safety.

DATES: Written comments should be submitted by April 4, 2016.

ADDRESSES: Send comments to the FAA at the following address: Ronda Thompson, Room 441, Federal Aviation Administration, ASP-110, 950 L'Enfant Plaza SW., Washington, DC 20024.

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.

FOR FURTHER INFORMATION CONTACT: Ronda Thompson by email at: Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0720.

Title: Human Space Flight Requirements for Crew and Space Flight Participants.

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

Type of Review: Renewal of an information collection.

Background: The FAA has established requirements for human space flight of crew and space flight participants as required by the Commercial Space Launch Amendments Act of 2004. The information collected is used by the FAA, a licensee or permittee, a space flight participant, or a crew member. The FAA uses the information related to public safety to ensure that a launch or reentry operation involving a human on board a vehicle will meet the risk criteria and requirements with regard to ensuring public safety.

Respondents: Approximately 5 applicants annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 4 hours.

Estimated Total Annual Burden: 2,975 hours.

Issued in Washington, DC, on January 27, 2016.

Ronda Thompson,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2016-02156 Filed 2-3-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Great Falls International Airport, Great Falls, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Noise Exposure Map notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Great Falls International Airport Authority for the Great Falls International Airport under the provisions of 40 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR 150 are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA's determination on the Noise Exposure Maps is January 27, 2016.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Eaton at the Federal Aviation Administration, FAA Building, Ste. 2, 2725 Skyway Drive, Helena, Montana 59602-1213, Telephone 406-449-5291.

SUPPLEMENTARY INFORMATION: This Notice announces that the FAA finds that the Noise Exposure Maps submitted for Great Falls International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective January 27, 2016. Under 49 U.S.C., Section 47503, Aviation Safety and Noise Abatement Act (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 Act requires such maps to be developed in consultation with interested 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 FAA to be in compliance with the requirements of the U.S. Code of Federal Regulations (CFR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program

for FAA approval which sets forth the 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 FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by the Great Falls International Airport Authority. The documentation that constitutes the "noise exposure maps" as defined in CFR part 150 Section 150.7 includes: Part 150 Noise Exposure Map Update Report, Figure 1 Existing (2015) Airport Layout and Land Use Base Map, Figure 2 Forecast (2020) Airport layout and Land Use Base Map, Figure 5 Runway 3/21 Modeled Arrival and Departure Flight Tracks, Figure 6 Runway 3/21 Modeled Flight Pattern Tracks, Figure 7 Runway 16/34 Modeled Arrival and Departure Flight Tracks, Figure 8 Runway 16/34 Modeled Flight Pattern Tracks, Figure 9 Runway 7/25 Modeled Arrival and Departure Flight Tracks, Figure 10 Runway 7/25 Modeled Flight Pattern, Figure 11 Helicopter Modeled Arrival and Departure Flight Tracks, Figure 12 Existing Condition (2015) Noise Exposure Map, Figure 13 Forecast Condition (2020) Noise Exposure Map, Appendix F Forecast of Aircraft Operations at GTF 2015 and 2020, Appendix J Non-Standard Modeling Profiles Request Letter, Appendix K FAA Approval of Non-Standard Modeling Profiles, and Appendix L Public Consultation. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 27, 2016.

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 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund 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 exposure 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 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 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 part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Map documentation are available for examination at the following locations:

Federal Aviation Administration
Authority, Helena Airports District
Office, FAA Building, Ste. 2, 2725
Skyway Drive, Helena, MT 59602.

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

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

Issued in Renton, Washington, on January 27, 2016.

Randall Fiertz,

Manager, Airports Division, Northwest
Mountain Region.

[FR Doc. 2016-02020 Filed 2-3-16; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Aviation Maintenance Technical Schools

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 a previously approved information collection. The information collected is needed to determine applicant eligibility and compliance for certification of Civil

Aviation mechanics and operation of aviation mechanic schools.

DATES: Written comments should be submitted by April 4, 2016.

ADDRESSES: Send comments to the FAA at the following address: Ronda Thompson, Room 441, Federal Aviation Administration, ASP-110, 950 L'Enfant Plaza SW., Washington, DC 20024.

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.

FOR FURTHER INFORMATION CONTACT:

Ronda Thompson by email at:
Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0040.

Title: Aviation Maintenance
Technical Schools.

Form Numbers: FAA Form 8310-6.

Type of Review: Renewal of an
information collection.

Background: The collection of information is necessary to ensure that Aviation Maintenance Technician Schools meet the minimum requirements for procedures and curriculum set forth by the FAA in FAR Part 147. Applicants submit FAA Form 8310-6, Aviation Maintenance Technician School certificate and Ratings Application, to the appropriate FAA district office for review. If the application (including supporting documentation) is satisfactory, an on-site inspection is conducted. When all FAR Part 147 requirements have been met, an aviation maintenance technician school certificate with appropriate ratings is issued.

Respondents: Approximately 174 representatives of aviation maintenance technical schools.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 3.17 hours.

Estimated Total Annual Burden: 66,134 hours.

Issued in Washington, DC, on January 27, 2016.

Ronda Thompson,

FAA Information Collection Clearance
Officer, Performance, Policy, and Records
Management Branch, ASP-110.

[FR Doc. 2016-02163 Filed 2-3-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee—New Task

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of continuing a task
assignment for the Aviation Rulemaking
Advisory Committee (ARAC).

SUMMARY: The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a continuation of a task to provide recommendations regarding standards, training guidance, test management, and reference materials for airman certification purposes. The FAA added the Aircraft Mechanic Certificate with Airframe and/or Powerplant ratings to the existing list of certificates and ratings for which the ARAC will provide recommendations. This notice informs the public of the continuing ARAC activity and solicits additional membership for the existing Airman Certification System Working Group (ACS WG).

FOR FURTHER INFORMATION CONTACT: Van L. Kerns, Manager, Regulatory Support Division, FAA Flight Standards Service, AFS 600, FAA Mike Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, OK 73125; telephone (405) 954-4431, email *van.l.kerns@faa.gov*.

SUPPLEMENTARY INFORMATION:

ARAC Acceptance of Task

As a result of the December 17, 2015 ARAC meeting, the FAA assigned and ARAC accepted and designated this continuation of task to the ACS WG. The ACS WG continues to serve as staff to the ARAC and continues to provide advice and recommendations on the continued assigned task. The ARAC will review and accept the recommendation report and will submit it to the FAA.

Background

The FAA established the ARAC to provide information, advice, and recommendations on aviation related issues that could result in rulemaking to the FAA Administrator, through the Associate Administrator of Aviation Safety.