

comments were received during the 60-day public comment period for the *Boise Airport Noise Compatibility Program* that ended July 1, 2016. None of the comments warranted any changes to the NCP. The comment letters and the responses to the comments, which were reviewed and acceptable to FAA, are posted on the airport's Web site at <http://www.iflyboise.com/about-boi/noise-compatibility-program/>.

The majority of the comments received during the 60-day comment period for the noise compatibility program regarded military aircraft. It is important to note that the Part 150 study process has no bearing on whether or not, or what type of military jets will be stationed at the Boise Air Terminal in the future. Since the future of the Idaho Air National Guard (IDANG) current A-10 mission is uncertain, the Boise Air Terminal, in conjunction with IDANG, prepared a hypothetical future forecast using the F-15E as a potential replacement for the A-10. However, the Department of the Air Force has not yet determined IDANG's follow-on mission after A-10 divestiture and therefore the sponsor lacked sufficient data to confirm the F-15E as the replacement for the A-10. It was noted in the Part 150 study that there are transient F-15E's that use the Boise Air Terminal throughout the year. Acknowledging this, the sponsor developed the 2015 noise exposure maps to include the transient F-15E Strike Eagles, among many other existing Boise Air Terminal aircraft, in the Noise Model. All measures proposed in the noise compatibility program are based on the current year noise exposure maps and not on future noise exposure maps as they are considered speculative at this time as well. The Record of Approval also does not specifically tie the proposed noise mitigation measures to the 2015 noise exposure maps as shown in the Part 150 Study. When the fleet mix and/or operational levels at the Boise Air Terminal change, the sponsor will update the noise exposure maps to reflect that change in accordance with Part 150 regulations. Furthermore, any change in aircraft by the Department of Defense will require compliance with the National Environmental Policy Act (NEPA).

The Boise Air Terminal 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, 2015, 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 1 noise abatement measure and 12 noise mitigation/land use compatibility measures recommendations for FAA action. The FAA completed its review and determined that the procedural and substantive requirements of the Act and Part 150 have been satisfied. The overall program therefore, was approved by the FAA on August 24, 2016.

Approval was granted for 7 of the 13 measures and 6 measures were disapproved for the purposes of Part 150. In addition, 22 measures were included in the noise compatibility plan that requested no action by FAA as they were approved in a previous record of approval, were removed from consideration, or disapproved in a previous record of approval. These measures and FAA's associated determinations are summarized in the attachment to the Record of Approval.

These determinations are set forth in detail in a Record of Approval signed by the Airports Division Manager, Northwest Mountain Region on August 24, 2016. 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 Boise Air Terminal (Gowen Field), 3201 Airport Way, Boise, ID 83705. The Record of Approval also will be available on-line at http://www.faa.gov/airports/environmental/airport_noise/part_150/states/.

Issued in Renton, Washington on August 24, 2016.

Randall S. Fiertz,
Manager, Airports Division, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

First Meeting of the Drone Advisory Committee (DAC)

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: First Meeting of the Drone Advisory Committee (DAC).

SUMMARY: The FAA is issuing this notice to advise the public of the First Meeting of the Drone Advisory Committee (DAC).

DATES: The meeting will be held September 16, 2016, 9:00 a.m. to 4:00 p.m. EST.

ADDRESSES: The meeting will be held at: The Center for Strategic and International Studies, 1616 Rhode Island Ave NW., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Al Secen at asecen@rtca.org or (202) 330-0647, or the RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or Web site at <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for the First Meeting of the Drone Advisory Committee (DAC). The agenda will include the following:

September 16, 2016, 9:00 a.m. to 4:00 p.m. EST

1. Opening of Meeting
2. FAA Opening Remarks
3. Chairman Statement
4. Member Introductions
5. Overview of Federal Advisory Committee Compliance
6. DAC Member Expectations
7. FAA Overview of DAC Objectives
8. Overview of Current UAS Landscape
9. FAA Reauthorization Activities
10. RTCA Overview of Results of Inputs From DAC Members on Issues Priorities
11. Issue Prioritization Exercise
12. Discussion of Outcome of Prioritization
13. Messaging Recap
14. Summary of This Meeting and Actions
15. Suggestions for Next Meeting
16. Meeting Schedule
17. DFO Closing Comments
18. Chairman Closing Comments
19. Member Networking

Although the DAC meeting is open to the public, the meeting location has security protocols that require advanced registration. Please email bteel@rtca.org with name, company and country of citizenship to pre-register. Attendance is limited to space availability. With the approval of the Chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 26, 2016.

Mohannad Dawoud,

Management & Program Analyst, Partnership Contracts Branch, ANG-A17 NextGen, Procurement Services Division, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2013-0048]

Notice of Funding Opportunity for Accelerated Innovation Deployment Demonstration

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of funding opportunity.

SUMMARY: This notice announces a funding opportunity and requests grant applications from eligible entities as FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for activities eligible for assistance in any phase of a highway transportation project between project planning and project delivery including: Planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The FHWA expects approximately \$10 million to be made available for AID Demonstration in each of Fiscal Years (FY) 2016 through 2020 from amounts authorized under section 6002 of the FAST Act.

DATES: The FHWA will use an open, rolling solicitation. The project must be authorized within 6 months of applying for AID Demonstration funding. Completed applications will be evaluated and award determinations made on a rolling basis until the program ends or funding is no longer available. Applications must be submitted through <http://www.grants.gov>. The *Grants.gov* "Apply" function will open on September 1, 2016.

ADDRESSES: Only applicants who comply with all submission requirements described in this notice and submit applications through www.grants.gov will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For questions about the AID Demonstration program discussed herein, contact Mr. Thomas Harman, Director, Center for Accelerating Innovation, Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-6377. For legal questions, contact Ms. Seetha Srinivasan, Office of the Chief Counsel, Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-4099. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays. A TDD is available for individuals who are deaf or hard of hearing at (202) 366-3993.

Additionally, the notice, answers to questions, requests for clarification, and information about Webinars for further guidance will be posted at: <http://www.fhwa.dot.gov/accelerating/grants>. Applicants are encouraged to contact FHWA directly to receive information about AID Demonstration.

SUPPLEMENTARY INFORMATION: This notice solicits applications for AID Demonstration. Each section of this notice contains information and instructions relevant to the application process for AID Demonstration grants. The applicant should read this notice in its entirety to submit eligible applications.

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register** Web site at <http://www.archives.gov> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

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A. Program Description

On December 4, 2015, President Obama signed into law the FAST Act (Pub. L. 114-94), which continues the TIDP under 23 U.S.C. 503 to implement accelerated innovation deployment. The TIDP relates to all aspects of highway transportation including planning, financing, operation, structures, materials, pavements, environment, and construction.

Section 503(c)(1) specifies the following TIDP goals: (A) Significantly accelerate the adoption of innovative

technologies by the surface transportation community; (B) provide leadership and incentives to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in highway construction processes that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction; (C) construct longer-lasting highways through the use of innovative technologies and practices that lead to faster construction of efficient and safe highways and bridges; (D) improve highway efficiency, safety, mobility, reliability, service life, environmental protection, and sustainability; and (E) develop and deploy new tools, techniques, and practices to accelerate the adoption of innovation in all aspects of highway transportation. The AID Demonstration is one aspect of the multifaceted TIDP approach and provides funding as an incentive for eligible entities to accelerate the implementation and adoption of proven innovation in highway transportation.

B. Federal Award Information

Section 6002 of the FAST Act authorized \$67,000,000 for TIDP for FY 2016 and \$67,500,000 for FY 2017 through 2020. The Funds are subject to the overall Federal-aid obligation limitation and the obligation limitation associated with these funds is available for 4 fiscal years. The amount of TIDP budget authority available in a given year may be less than the amount authorized for that fiscal year. The TIDP funds are available at an 80 percent Federal share, which require a minimum mandatory 20 percent cost share. The Federal share of a project or activity carried out with funds authorized under section 6002 of the FAST Act shall be 80 percent unless expressly specified otherwise by the Act or otherwise determined by the Secretary. [FAST Act § 6002(c)(1)]

The FHWA expects approximately \$10 million to be made available for AID Demonstration in each FY 2016 through 2020 from amounts authorized under section 6002 of the FAST Act. The planned award type is a grant that is allocated to a State department of transportation (State DOT) through project authorization, or for Federal Land Management Agencies and tribes through existing agreements with FHWA Federal Lands Highways Division. The FHWA has funding award goals of up to \$9 million available to State DOTs per FY and up to \$1 million available to Federal Land Management Agencies and tribal governments per