DEPARTMENT OF STATE

[Delegation of Authority No. 402]

Delegation of the Authority To Submit Report Pursuant to Section 1247 of Public Law 114–92

By virtue of the authority vested in the Secretary of State by subparagraph (a)(4) of the State Department Basic Authorities Act, as amended (22 U.S.C. 2651a) and the Presidential Memorandum of July 26, 2016, I hereby delegate to the Under Secretary for Arms Control and International Security, to the extent authorized by law, the authority to submit the recurring report required by Section 1247 of the National Defense Authorization Act for Fiscal Year 2016, Pub. L. 114–92, concerning the reasons that the continued implementation of the New START Treaty is in the national security interests of the United States.

Notwithstanding this delegation of authority, the authorities delegated herein may be exercised by the Secretary, the Deputy Secretary, or the Deputy Secretary for Management and Resources. Any reference in this delegation of authority to any statute or delegation of authority shall be deemed to be a reference to such statute or delegation of authority as amended from time to time.

This delegation of authority shall be published in the **Federal Register**.

Dated: August 18, 2016.

John F. Kerry,

Secretary of State.

[FR Doc. 2016–21086 Filed 8–31–16; 8:45 am]

BILLING CODE 4710–35–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

FAA Approval of Noise Compatibility Program; Boise Air Terminal (Gowen Field) Boise, Idaho

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings (Record of Approval) on the noise compatibility program submitted by the City of Boise, Idaho for the Boise Air Terminal (Gowen Field) under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as ''the Act'') and 14 CFR part 150 (Part 150). On May 2, 2016, the FAA determined that the noise exposure maps submitted by the City of Boise for the Boise Air Terminal under Part 150 were in compliance with applicable requirements. On August 24, 2016 the FAA approved the *Boise Airport Noise Compatibility Program.* Seven of the 13 measures recommended in the noise compatibility plan were approved and six measures were disapproved for the purposes of Part 150. In addition, 22 measures were included in the noise compatibility plan that requested no FAA action 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.

DATES: *Effective Date:* The effective date of the FAA's approval of the *Boise Airport Noise Compatibility Program* is August 24, 2016.

FOR FURTHER INFORMATION CONTACT: Scott Eaton, Federal Aviation Administration, Helena Airports District Office, FAA Building, Suite 2, 2725 Skyway Drive, Helena, MT 59602–1213, telephone 406–449–5291. 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 the Boise Air Terminal, effective August 24, 2016.

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 the Part 150 regulations 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 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 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 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 review 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 Helena Airports District Office in Helena, Montana. The City of Boise submitted to the FAA on December 21, 2015, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study for the Boise Air Terminal conducted in 2014 and 2015. The Boise Air Terminal noise exposure maps were determined by FAA to be in compliance with applicable requirements on May 2, 2016.

Notice of this determination was published in the **Federal Register** on May 10, 2016 (FR Volume 81, No. 90, pages 28933–28934) and as corrected on May 16, 2016 (FR Volume 81, No. 94, pages 30414–30415).

Comments received during the noise compatibility planning public process were addressed in the final noise compatibility program submitted to FAA. In addition, seven sets of