

requirements. This determination is applicable on March 23, 2018.

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.

The FAA has formally received the Noise Compatibility Program for the Jackson Hole Airport, also effective on March 23, 2018. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 19, 2018.

The FAA's detailed evaluation will be conducted under the provisions of part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably

consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses. Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable.

Copies of the full Noise Exposure Map documentation and the proposed Noise Compatibility Program are available for examination at the following locations: [www.Jac150study.com](http://www.Jac150study.com).

Federal Aviation Administration,  
Denver Airports District Office, 26805  
E 68th Ave, Suite 224, Denver, CO  
80249, 303-342-1254  
Jackson Hole Airport, 1250 E Airport  
Rd, Jackson, WY 83001, 307-733-  
5454

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

Issued in Renton, Washington, on March 23, 2018.

**Randall S. Fiertz,**

*Director, Airports Division, Northwest Mountain Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Protection of Voluntarily Submitted Information**

**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.

**DATES:** Written comments should be submitted by June 4, 2018.

**ADDRESSES:** Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP-110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

**FOR FURTHER INFORMATION CONTACT:** Barbara Hall by email at:

[Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov); phone: 940-594-5913.

**SUPPLEMENTARY INFORMATION:** To encourage people to voluntarily submit desired information, § 40123 was added to Title 49, United States Code, in the Federal Aviation Reauthorization Act of 1996. Section 40123 allows the Administrator, through FAA regulations, to protect from disclosure voluntarily provided information relating to safety and security issues. This rule imposes a negligible paperwork burden for certificate holders and fractional ownership programs that choose to submit a letter notifying the Administrator that they wish to participate in a current program.

*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.

*OMB Control Number:* 2120-0646.

*Title:* Protection of Voluntarily Submitted Information.

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

*Type of Review:* This is a renewal of an information collection.

*Background:* Part 193 of the FAA regulations provides that certain information submitted to the FAA on a voluntary basis is not to be disclosed. Part 193 implements a statutory provision. Section 40123 was added to Title 49, United States Code, in the Federal Aviation Reauthorization Act of 1996 to encourage people to voluntarily submit desired information. Section 40123 allows the Administrator, through FAA regulations, to protect from disclosure voluntarily provided information relating to safety and security issues.

The purpose of part 193 is to encourage the aviation community to voluntarily share information with the FAA so that the agency may work cooperatively with industry to identify modifications to rules, policies, and procedures needed to improve safety, security, and efficiency of the National Airspace System. FAA programs that are covered under part 193 are Voluntary Safety Reporting Programs, Air Traffic and Technical Operations Safety Action programs, the Flight Operational

Quality Assurance program, the Aviation Safety Action Program, and the Voluntary Disclosure Reporting Program. This rule imposes a negligible paperwork burden for certificate holders and fractional ownership programs that choose to submit a letter notifying the Administrator that they wish to participate in a current program.

The number of respondents has greatly increased since the initial approval of this information collection. In order to accurately reflect the burden of this information collection going forward, the FAA has included total current participants in the programs.

*Respondents:* 930.

*Frequency:* On occasion.

*Estimated Average Burden per*

*Response:* One hour.

*Estimated Total Annual Burden:* 930 hours.

Issued in Washington, DC, on March 22, 2018.

**Barbara L. Hall,**

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

[FR Doc. 2018-06405 Filed 4-4-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Shreveport Regional Airport; Shreveport, Louisiana

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Shreveport Airport Authority for Shreveport Regional Airport are in compliance with applicable requirements.

**DATES:** *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is March 23, 2018.

**FOR FURTHER INFORMATION CONTACT:** DOT/FAA Southwest Region, Tim Tandy, Environmental Protection Specialist, ASW-640D, 10101 Hillwood Parkway, Fort Worth, Texas 76177. Telephone (817) 222-5644.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Shreveport Regional Airport are in compliance with applicable requirements of Part 150, effective March 23, 2018. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (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 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 and affected 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 Federal Aviation Regulations (FAR) 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 Shreveport Airport Authority. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes:

Chapters 2 and 3 of "14 CFR Pat 150 Noise Exposure Maps, October 2015"; Exhibit 1 (2014 Noise Exposure Map), Exhibit 2 (2020 Noise Exposure Map), Exhibit 2-1 (Shreveport Regional Airport and Immediate Environs), Exhibit 2-1 (Shreveport Regional Airport Aerial View), Exhibit 2-3 (Instrument Landing System/Localizer Approaches), Exhibit 2-4 (Area Navigation Approaches), Exhibit 3-1 (Runway 6 Arrival Flight Tracks), Exhibit 3-2 (Runway 6 Departure Flight Tracks), Exhibit 3-3 (Runway 14 Arrival Flight Tracks), Exhibit 3-4 (Runway 14 Departure Flight Tracks), Exhibit 3-5 (Runway 24 Arrival Flight Tracks), Exhibit 3-6 (Runway 24 Departure Flight Tracks), Exhibit 3-7 (Runway 32 Arrival Flight Tracks), Exhibit 3-8 (Runway 32 Departure Flight Tracks), Exhibit 3-9 (Touch and Go Flight Tracks), Exhibit 3-10 (Shreveport Regional Airport Aircraft Maintenance Runup Areas, Exhibit 3-11 (2014 Noise Exposure), Exhibit 3-12 (2020 Forecast Noise Exposure), Exhibit 3-13 (Comparison of 2004 and 2014 Noise Exposure), Exhibit 3-14 (Comparative Noise Footprints for Six Most Common Aircraft Types—2004 and 2014); Table 2-1 (Current and Recommended Optimum Runway Lengths), Table 2-2 (Summary of Historical and Forecast Passengers), Table 2-3 (Summary of Historical and Forecast Air Cargo),

Table 2-4 (Historical and Forecast Aircraft Operations), Table 2-5 (Instrument Approach Procedures at Shreveport Regional Airport), Table 3-1 (Annual Aircraft Operations by Month—2014), Table 3-2 (Annual Aircraft Operations by INM Aircraft Type, User Category—2014), Table 3-3 (Calculation of Normalization Factors for Deriving Annual Operations by Aircraft Type), Table 3-4 (Aircraft Operations by Aircraft Category, Operation Type, and Time of Day—2014), Table 3-5 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Itinerant Operations—2014), Table 3-6 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Local Operations—2014), Table 3-7 (Arrival Runway Use Percentages—2014), Table 3-8 (Departure Runway Use Percentages—2014), Table 3-9 (Touch and Go Runway Use Percentages—2014), Table 3-10 (INM Departure Stage Lengths Categories), Table 3-11 (Aircraft Flight Profile Stage Length Percentages by INM Aircraft Type), Table 3-12 (Engine Maintenance Runup Data Used for Noise Modeling—2014), Table 3-13 (Annual Operations Summary—2020), Table 3-14 (Activity Percentage by Aircraft Category, Operation Type, and Time of Day—2020), Table 3-15 (Annual Aircraft Operations by Aircraft Category, Operation Type, and Time of Day—2020), Table 3-16 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Itinerant Operations—2020), Table 3-17 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Local Operations—2020), Table 3-18 (Departure Stage Length Proportions by Aircraft Category—2020), Table 3-19 (Engine Maintenance Runup Data Used for Noise Modeling—2020). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on March 23, 2018.

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 to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a