

The Department is committed to provide equal access to this meeting for all program participants. If you are in need of assistance or require a reasonable accommodation for this meeting, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section at least 10 calendar days before the meeting. Sign and oral interpretation can be made available if requested 10 calendar days before the meeting.

Interested members of the public may submit relevant written statements for the COMSTAC members to consider under the advisory process. Statements may concern the issues and agenda items mentioned above and/or additional issues that may be relevant for the U.S. commercial space transportation industry. Interested parties wishing to submit written statements should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** in writing (mail or email) 10 working days *in advance of the meeting* so that the information can be made available to COMSTAC members for their review and consideration before the meeting. Written statements should be supplied in the following formats: One hard copy with original signature and/or one electronic copy via email. Portable Document Format (PDF) attachments are preferred for email submissions. A detailed agenda will be posted on the FAA website at [https://www.faa.gov/space/additional\\_information/comstac/](https://www.faa.gov/space/additional_information/comstac/).

**James A. Hatt,**

*Designated Federal Officer, Commercial Space Transportation Advisory Committee, Federal Aviation Administration, Department of Transportation.*

[FR Doc. 2022-08076 Filed 4-14-22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice: Receipt of Noise Compatibility Program and Request for Review

**AGENCY:** Federal Aviation Administration, Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Duluth Airport Authority (DAA) for Duluth International Airport (DLH) under the provisions of the Aviation Safety and Noise Abatement Act and FAA

regulations are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for DLH in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before October 8, 2022.

**DATES:** The FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is effective April 11, 2022. The public comment period ends June 10, 2022.

**FOR FURTHER INFORMATION CONTACT:** Josh Fitzpatrick, 6020 South 28th Avenue, Suite 102, Minneapolis, MN 55450, [joshua.fitzpatrick@faa.gov](mailto:joshua.fitzpatrick@faa.gov), (612) 253-4639. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for DLH are in compliance with applicable requirements of 14 CFR part 150, effective April 11, 2022. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before October 8, 2022. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., section 47503 (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 DAA submitted to the FAA on December 13, 2021, noise exposure maps, descriptions and other documentation that were produced

during the 2020–2021 DLH part 150 Noise Compatibility Program Update. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the DAA. The specific documentation determined to constitute the noise exposure maps includes: Exhibit 3–1 (Existing (2020) Baseline Noise Exposure Contour) and Exhibit 4–1 (Future (2026) Noise Compatibility Program—Noise Exposure Map). Chapters 3 and 4 of the DLH part 150 update describe the baseline noise exposure maps and noise compatibility program in greater detail. The FAA has determined that these maps for DLH are in compliance with applicable requirements. This determination is effective on April 11, 2022. 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 constitute 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 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 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 with 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 § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for DLH, also effective on April 11, 2022. 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 October 8, 2022.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 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 noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program can be viewed online at the DLH website at <https://duluthairport.com/noise-study/#documents>. To review the documents in person, please contact the Airport by phone at (218) 727-2968 to set up a visit in their office at: Duluth Airport Authority, Attn: Tom Werner 4701 Grinden Drive, Duluth, MN 55811.

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

Issued in Minneapolis, Minnesota, April 11, 2022.

**E. Lindsay Butler,**

*Manager, Dakota-Minnesota Airports District Office.*

[FR Doc. 2022-08046 Filed 4-14-22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION (DOT)

### Federal Aviation Administration

#### Permanent Closure of the Public-Use of East Hampton Airport

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

**ACTION:** Notice of closure of the public-use of East Hampton Airport (HTO).

**SUMMARY:** The FAA received written notice on January 20, 2022 from the Town of East Hampton, followed by an amended request on February 17, 2022, advising that effective May 17, 2022, the Town will be closing the public-use East Hampton Airport (HTO), East Hampton, New York.

**DATES:** The closure of the public-use airport is effective as of May 17, 2022.

**FOR FURTHER INFORMATION CONTACT:** Mahendra Raghubeer, Manager, Safety and Standards Branch, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, NY 11434 Tel: 718-553-3352, email: [Aea600@faa.gov](mailto:Aea600@faa.gov).

**SUPPLEMENTARY INFORMATION:** HTO is a general aviation airport in the National Plan of Integrated Airport Systems (NPIAS). The Town of East Hampton has owned and operated HTO for several decades. HTO previously received federal grants-in-aid for airport development and was subject to statutory grant assurances, but the Town is no longer contractually obligated to continue operating HTO as a public use airport. On January 20, 2022, and amended on February 17, 2020, the Town of East Hampton notified the FAA that it seeks to deactivate HTO on May 17, 2022 as a public-use airport and activate a new private-use airport, at the same location, on May 19, 2022. Section 46319 of title 49 of the United States Code (49 U.S.C. 46319) provides that a public agency (as defined in 49 U.S.C. 47102) may not permanently close an airport in the NPIAS without providing written notice to the FAA Administrator at least 30 days before the date of the closure. In this case, the public-use airport will be closed. The FAA recognizes the correspondence received on January 20, 2022 from the Town of East Hampton, followed by the amended request on February 17, 2022, meets that requirement. The FAA is publishing the Town of East Hampton's notice to close the public-use of HTO in accordance with 49 U.S.C. 46319(b).

Issued in Jamaica, New York, on April 11, 2022.

**David A. Fish,**

*Director, Eastern Region Airports Division.*

[FR Doc. 2022-08059 Filed 4-14-22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2022-0002-N-5]

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of information collection; request for comment.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Requests (ICRs) abstracted below to the Office of Management and Budget (OMB) for review and comment. These ICRs describe the information collections and their expected burdens. On January 14, 2022, FRA published a notice providing a 60-day period for public comment on the ICRs.

**DATES:** Interested persons are invited to submit comments on or May 16, 2022.

**ADDRESSES:** Written comments and recommendations for the proposed ICRs should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find the particular ICR by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Ms. Hodan Wells, Information Collection Clearance Officer at email: [Hodan.Wells@dot.gov](mailto:Hodan.Wells@dot.gov) or telephone: (202) 493-0440.

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On January 14, 2022, FRA published a 60-day notice in the **Federal Register** soliciting comment on the ICRs for which it is now seeking OMB approval. See 87 FR 2482. FRA received no comments in response to this notice.

Before OMB decides whether to approve the proposed collections of information, it must provide 30 days for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(a); see also 60 FR 44978, 44983