

Form 2233 and SBA Form 2234, Parts A, B, and C. A statutory change on December 22, 2015 in the Consolidated Appropriations Act, 2016, made debt refinance a permanent part of the 504 loan program. Slight revisions to the currently approved forms are required to reinstate the debt refinance program requirements that were previously removed due to the expiration of the authority for that program in 2012.

#### Solicitation of Public Comments

SBA is requesting comments on (a) Whether the collection of information is necessary for the agency to properly perform its functions; (b) whether the burden estimates are accurate; (c) whether there are ways to minimize the burden, including through the use of automated techniques or other forms of information technology; and (d) whether there are ways to enhance the quality, utility, and clarity of the information.

#### Summary of Information Collection

*OMB Control Number:* 3245–0346.

*Title:* PCLP Quarterly Loan Loss Reserve Report and PCLP Guarantee Request.

*Description of Respondents:*

*Form Number:* SBA Form 2233.

*Total Estimated Annual Responses:* 20.

*Total Estimated Annual Hour Burden:* 30.

**Curtis Rich,**

*Agency Clearance Officer.*

[FR Doc. 2023–05582 Filed 3–17–23; 8:45 am]

**BILLING CODE 8026–09–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at the Dona Ana County International Jetport, Santa Teresa, New Mexico

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

**ACTION:** Notice of request to release airport property.

**SUMMARY:** The FAA proposes to rule and invite public comment on the release of land at the Dona Ana County International Jetport under the provisions of Section 23 of the Airport and Airway development Act of 1970.

**DATES:** Comments must be received April 19, 2023.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Justin Barker, Manager, Federal

Aviation Administration, Southwest Region, Airports Division, Louisiana/New Mexico Airports Development Office, ASW–640, Fort Worth, Texas, 76177.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. William Provance, Airport Director, at the following address: 8014 Airport Road, Santa Teresa, New Mexico 88008.

**FOR FURTHER INFORMATION CONTACT:** Ms. Heidi Higginbotham, Program Manager, Federal Aviation Administration, Louisiana/New Mexico Airports Development Office, ASW–640, 10101 Hillwood Parkway, Fort Worth, Texas 76177, Telephone: (817) 222–5144, Email: [Heidi.M.Higginbotham@FAA.gov](mailto:Heidi.M.Higginbotham@FAA.gov), Fax: (817) 222–5989

**SUPPLEMENTARY INFORMATION:** The Dona Ana County International Jetport under the provisions of Section 23 of the Airport and Airway development Act of 1970.

The following is a brief overview of the request:

The County of Dona Ana requests the release of 5.68 acres of land requested which consists of two parcels of vacant land with a combined land area. Parcel #1 contains 4.645-acres and is triangular with frontage along Airport Road. Parcel #2 contains 1.035-acres and is triangular, north of Airport Road in Santa Teresa, New Mexico. The land was acquired by Deed conveyed to the city from the United States of America Bureau of Land Management Section 23 of the Airport and Airway development Act of 1970. The land proposed for release will be swapped for 12.027 acres by Paseo Del Norte, LLC. The property to be released will ultimately be sold to Franklin Mountain for the development of a logistics park. The benefit to civil aviation has long-term impacts from the logistics park with plans to construct an air cargo handling facility.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents relevant to the application in person at the Dona Ana County Legal/Risk Department, telephone number (575) 647–7200.

Issued in Fort Worth, Texas, on March 6, 2023.

**Ignacio Flores,**

*Director, Office of Airports Southwest Region.*

[FR Doc. 2023–05548 Filed 3–17–23; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. 2022–1564]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft

**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. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 22, 2022. The collection involves the recordkeeping requirement for owners/operators of aircraft issued a special airworthiness certificate in the light-sport aircraft category (SLSA) to keep the current status of applicable safety directives, and transfer these records with the aircraft at the time the aircraft is sold. The information to be collected is necessary to determine and ensure the SLSA aircraft is in a condition for safe flight prior to aircraft operation. The title of this collection is being revised from “Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft” to “Special Light-Sport Aircraft (SLSA) Safety Directive Records”, to better reflect the purpose of the information collected.

**DATES:** Written comments should be submitted by April 19, 2023.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oirq\\_submission@omb.eop.gov](mailto:oirq_submission@omb.eop.gov), or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

*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:** Tanya Glines by email at: [Tanya.glines@faa.gov](mailto:Tanya.glines@faa.gov); phone: 202-380-5896.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0730.

*Title:* Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft.

*Form Numbers:* Aircraft maintenance records/logs.

*Type of Review:* Renewal of an information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 22, 2022 (87 FR 71392). Title 14 CFR, part 91, § 91.327(b)(4) states that aircraft issued a special airworthiness certificate in the light-sport category (SLSA) cannot be operated unless the owner or operator complies with each safety directive applicable to the aircraft. Section 91.417(a)(2)(v) requires each registered owner or operator to retain records containing the current status of applicable safety directives including, for each, the method of compliance, the safety directive number and revision date. Additionally, if the safety directive involves recurring action, the record must include the time (*e.g.*, aircraft total time) and date when the next action is required.

Recording safety directive compliance and retaining these records is necessary to determine if unsafe conditions have been corrected on SLSA aircraft, which assists in ensuring that an SLSA aircraft is in a condition safe for flight prior to its operation within the national airspace.

Respondents include owners/operators of SLSA, aircraft mechanics, and LSA repairmen with a maintenance rating. The records of SLSA safety directive compliance are retained by the aircraft owner/operator, who must keep the records for the life of the SLSA aircraft and transfer them to the new owner at the time the aircraft is sold. The burden estimates are based on the current number of registered SLA and a projected future growth rate.

*Respondents:* 3224 owners/operators of SLSA aircraft.

*Frequency:* On occasion.

*Estimated Average Burden per Response:* 2 Hours.

*Estimated Total Annual Burden:* 6,448 hours of annual burden.

Issued in Washington, DC, on March 15, 2023.

**Tanya A. Glines,**

*Aviation Safety Inspector, Office of Safety Standards, Aircraft Maintenance Division, Airmen Section.*

[FR Doc. 2023-05633 Filed 3-17-23; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of John F. Kennedy International Airport (JFK) Noise Compatibility Program

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

**ACTION:** Notice of approval of the John F. Kennedy International Airport (JFK) noise compatibility program.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings for the noise compatibility program submitted by JFK. See **SUPPLEMENTARY INFORMATION** for details. On May 19, 2017, the FAA determined that the noise exposure maps submitted by JFK were in compliance with applicable requirements. On September 16, 2022, the FAA determined that the noise compatibility program submitted by JFK would be initiating final review for approval or disapproval. On March 14, 2023, the FAA approved the JFK noise compatibility program. The noise compatibility program contained 22 recommended measures, including seven noise abatement measures, three land use measures, and 12 program management measures. Of the measures proposed, 15 were approved, four were approved as voluntary, two were disapproved, and one was determined to have no FAA action as continuations of existing mandatory practices at JFK. Three of the seven noise abatement measures proposed at JFK are related to new or revised flight procedures.

**DATES:** The effective date of the FAA's approval of the JFK noise compatibility program is March 14, 2023.

**FOR FURTHER INFORMATION CONTACT:**

Andrew Brooks, Regional Environmental Program Manager, Airports Division, Federal Aviation Administration, 1 Aviation Plaza, Room 516, Jamaica, NY 11434. Phone Number: 718-553-2511.

**SUPPLEMENTARY INFORMATION:** This notice announces FAA's approval of the noise compatibility program (NCP) for

JFK, effective on March 14, 2023. Per United States Code section 47504 (49 U.S.C. 47504) and Title 14, Code of Federal Regulations (CFR) part 150, an airport sponsor who previously submitted a noise exposure map (NEM) may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport sponsor for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the NEMs. As required by 49 U.S.C. 47504, such programs must be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and the FAA. The FAA does not substitute its judgment for that of the airport sponsor with respect to which measures should be recommended for action. The FAA approval or disapproval of an airports recommendations in their noise compatibility program are made in accordance with the requirements and standards pursuant to 49 U.S.C. 47504 and 14 CFR part 150, which is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of 14 CFR 150.23;

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 of FAA's approval of NCPs are delineated in 14 CFR 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