

OMB Control Number: 2120–0535.

Title: Anti-Drug Program for Personnel Engaged in Specified Aviation Activities.

Form Numbers: There are no FAA forms associated with this collection of information.

Type of Review: Renewal of an information collection.

Background: The FAA mandates specified aviation entities to conduct drug and alcohol testing under its regulations, Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities (14 CFR Part 121, appendices I and J), 49 U.S.C. 31306 (Alcohol and controlled substances testing), and the Omnibus Transportation Employee Testing Act of 1991 (the Act). The FAA uses information collected for determining program compliance or non-compliance of regulated aviation employers, oversight planning, determining who must provide annual MIS testing information, and communicating with entities subject to the program regulations. In addition, the information is used to ensure that appropriate action is taken in regard to crew members and other safety-sensitive employees who have tested positive for drugs or alcohol, or have refused to submit to testing.

Respondents: Approximately 7,000 affected entities annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 5 minutes.

Estimated Total Annual Burden: 22,902 hours.

ADDRESSES: Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, AES–200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

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.

Issued In Washington, DC, on May 15, 2013.

Albert R. Spence,

FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES–200.

[FR Doc. 2013–11958 Filed 5–17–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation; Notice of Availability of a Record of Decision (ROD) To Issue a Reentry License to Lockheed Martin Corporation for the Reentry of the Orion Multi-Purpose Crew Vehicle (MPCV) From Earth Orbit to a Location in the Pacific Ocean

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability of the ROD.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA; 42 United States Code 4321 et seq.), Council on Environmental Quality NEPA implementing regulations (40 Code of Federal Regulations parts 1500 to 1508), and FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of the ROD to issue a reentry license to Lockheed Martin Corporation for the reentry of the Orion MPCV from Earth orbit to a location in the Pacific Ocean.

FOR FURTHER INFORMATION CONTACT: Mr. Daniel Czelusniak, Environmental Specialist, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW., Room 325, Washington, DC 20591; email Daniel.Czelusniak@faa.gov; or phone (202) 267–5924.

SUPPLEMENTARY INFORMATION: The potential environmental consequences of the Orion MPCV reentering the Earth's atmosphere and landing in the Pacific Ocean were analyzed in the 2008 *Final Constellation Programmatic Environmental Impact Statement* (2008 PEIS) prepared by the National Aeronautics and Space Administration. Because the FAA was not a cooperating agency on the 2008 PEIS, the FAA adopted in part the 2008 PEIS and recirculated it as a Final EIS in accordance with 40 CFR 1506.3(b). A public notice of FAA's adoption and recirculation of the 2008 PEIS was

published in the **Federal Register** on November 30, 2012.

The ROD provides a description of the Proposed Action and the No Action Alternative. It includes a discussion of the potential environmental impacts associated with the Proposed Action for each applicable resource area, as analyzed in the 2008 PEIS. The 2008 PEIS serves as the primary reference and basis for preparation of the ROD. The 2008 PEIS documents the analysis of the potential environmental consequences associated with the above referenced Proposed Action and a No Action Alternative, and is made part of the ROD. The FAA adopted the 2008 PEIS in part pursuant to the requirements of NEPA, CEQ Regulations, and FAA Order 1050.1E, Change 1. Furthermore, the ROD represents the FAA's final environmental determination and approval to support the issuance reentry license to Lockheed Martin Corporation for the reentry of the Orion MPCV from Earth orbit to a location in the Pacific Ocean.

The FAA has posted the ROD on the FAA Web site at http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_completed/.

Issued in Washington, DC, on: May 9, 2013.

Daniel P. Murray,

Acting Manager, Space Transportation Development Division.

[FR Doc. 2013–11929 Filed 5–17–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Availability of Noise Compatibility Program for Chicago Midway International Airport, Chicago, Illinois

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA announces its determination that the noise exposure maps submitted by the City of Chicago Department of Aviation for Chicago Midway International Airport under the provisions of 49 U.S.C. 47501 et. seq (formerly the Aviation Safety and Noise Abatement Act, hereinafter referred to as “the Act”) and 14 CFR Part 150 (hereinafter referred to as “Part 150”) are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Chicago Midway International Airport under Part 150 in

conjunction with the noise exposure map, and that this program will be approved or disapproved on or before November 18, 2013.

DATES: This notice is effective May 20, 2013, and is applicable April 22, 2013. The public comment period ends June 19, 2013.

FOR FURTHER INFORMATION CONTACT: Ms. Amy Hanson, Environmental Protection Specialist, CHI-603, Federal Aviation Administration, Chicago Airport District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone number: 847-294-7354. 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 Chicago Midway International Airport are in compliance with applicable requirements of Part 150, effective May 20, 2013. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before November 18, 2013. 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 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.

City of Chicago Department of Aviation submitted to the FAA on April 22, 2013 noise exposure maps, descriptions and other documentation that were produced during noise compatibility planning study conducted from 2011 through 2013. 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 City of Chicago Department of Aviation. The specific documentation determined to constitute the noise exposure maps includes: Exhibit 3-1, Exhibit 3-2, and Chapter 3 of the Part 150 study document. The FAA has determined that these maps for Chicago Midway International Airport are in compliance with applicable requirements. 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 D 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 section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Preliminary review of the submitted noise compatibility program for Chicago Midway International Airport 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 November 18, 2013. A public hearing was held on March 21, 2013 at The Mayfield, 6072 S. Archer Avenue, Chicago, Illinois.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 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 noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration,

Chicago Airport District Office, 2300 East Devon Avenue, Des Plaines, IL 60018.

CDA Environment Division, Chicago O'Hare International Airport, 10510 W. Zemke Road, Chicago, IL 60666.

Airport Maintenance Complex, Chicago Midway International Airport, 6201 S. Laramie Avenue, Chicago, IL 60638.

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

Issued in Des Plaines, IL.

Dated: May 13, 2013.

James G. Keefer,

Manager, Chicago Airports District Office.

[FR Doc. 2013-11931 Filed 5-17-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2013-22]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.