

integration of UAS operations in the National Airspace System (NAS). Airlines for America commented that FAA must ensure adequate safety precautions to avoid collisions of UAS with manned aircraft and that the proposed collection will help identify compliant from noncompliant operations and further this safety model.

The final comment was from the Air Line Pilots Association, International (ALPA), which commented that the collection of information to process authorization requests has not been subject to sufficient safety risk evaluation and therefore cannot be fully determined whether the information collected is adequate to verify if safe operations can be conducted. Further, ALPA commented that it believes the FAA's current minimum requirements for information in a Low Altitude Authorization and Notification Capability (LAANC) application are not sufficient. According to ALPA, additional information including aircraft registration, make and model information, and post-flight information should be collected. In this Information Collection renewal request, the FAA proposes to use LAANC and the web portal to collect information that provides a means for small UAS operators operating under § 44809 to comply with § 44809's established requirements and safety processes. This proposed information collection is sufficient to meet safety standards and captures essential information.

ALPA also commented that the FAA has not determined through its Safety Management System process the risk that UAS operating in controlled airspace introduce to the NAS and, therefore, ALPA is unable to determine if the information collected is adequate. This second category of comments is substantially the same as comments that ALPA submitted in response to Information Collection 2120-0768's 60 Day Notice published on February 12, 2018 (83 FR 6082) and to the Notice of Proposed Rule Making that was eventually implemented as a final rule at 81 FR 42063 on June 28, 2016 and codified as 14 CFR part 107. The FAA analyzed the proposed information to be collected under § 44809 and determined that the information is adequate for the FAA to meet safety standards.

**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:** 2120-0776.

**Title:** Airspace Authorizations in Controlled Airspace under 49 U.S.C. 44809(a)(5).

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

**Type of Review:** Renewal of existing Information Collection.

**Background:** There has been an increased number of small UAS operating in the NAS in recent years, and regulations and statutes have been enacted to establish the use of small UAS in the NAS. Included in these is 49 U.S.C. 44809(a)(5), which states that a strictly recreational user of small UAS must have authorization from the FAA to fly a small UAS "in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface areas of Class E airspace designated for an airport." In order to process airspace authorization requests, the FAA requires the operator's name, the operator's contact information, and information related to the date, place, and time of the requested authorization, which can be up to twelve hours in length. This information is necessary for the FAA to meet its statutory mandate of maintaining a safe and efficient national airspace. See 49 U.S.C. 40103, 44701, and 44807. The FAA will use the requested information to determine if the proposed authorization to operate can be conducted safely.

The FAA proposes to use LAANC and an FAA web portal to process authorization requests from the public to conduct flight operations under 49 U.S.C. 44809(a)(5).

**Respondents:** Small UAS operators seeking to conduct flight operations under 49 U.S.C. 44809(a)(5) within controlled airspace. Between 2022–2025, the FAA estimates that it will receive a total of 757,380 requests for airspace authorization (735,416 through LAANC and 21,964 through the web portal).

**Frequency:** The requested information is necessary each time a respondent requests an airspace authorization to operate a small UAS under 49 U.S.C. 44809(a)(5) in controlled airspace.

**Estimated Average Burden per Response:** The FAA estimates the respondents using LAANC will take five (5) minutes per airspace authorization request and those using the web portal will take thirty (30) minutes per request.

**Estimated Total Annual Burden:** For airspace authorizations, the FAA

estimates that the average annual burden will be 24,089 burden hours. This includes 20,428 burden hours for 245,139 LAANC respondents and 3,661 burden hours for 7,321 web portal respondents.

Issued in Washington, DC, on July, 5 2022.

**Victoria Gallagher,**

*UAS LAANC Program Manager, AJM-337.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Acceptance of a Noise Exposure Map and Review of a Noise Compatibility Program

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

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by the Port Authority of New York and New Jersey for LaGuardia Airport is in compliance with applicable statutory and regulatory requirements, see **SUPPLEMENTARY INFORMATION** for details. Further, in conjunction with the noise exposure map, FAA is reviewing the proposed noise compatibility program for LaGuardia Airport, which the FAA will approve or disapprove on or before January 2, 2023. This notice also announces the availability of this noise compatibility program for public review and comment.

**DATES:** The effective date of the FAA's determination on the noise exposure map is June 16, 2022 and of the start of its review of the associated noise compatibility program is July 6, 2022. The public comment period ends September 4, 2022.

#### 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. 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 revised 2021 noise exposure map (NEM) submitted for LaGuardia Airport is in compliance with applicable requirements of Title 14, Code of Federal Regulations (CFR) part 150, (14 CFR part 150) effective June 16, 2022. Further, FAA is reviewing a proposed noise compatibility program

(NCP) for LaGuardia Airport which will be approved or disapproved on or before January 2, 2023. This notice also announces the availability of this program for public review and comment. Per the Aviation Safety and Noise Abatement Act of 1979, hereinafter referred to as “the Act” (also see 49 U.S.C. 47503), an airport operator may submit to the FAA NEMs 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 NEMs that are found by FAA to be in compliance with the requirements of 14 CFR part 150, may submit a NCP 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 Port Authority of New York and New Jersey submitted to the FAA on June 15, 2022 a revised “With Program” 2021 NEM, descriptions and other documentation that were produced during the development of the “LaGuardia Airport Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program” (NCP Report), dated June 2022. The revised “With Program” 2021 NEM was submitted to show changes made to the LaGuardia Airport 2021 NEM previously accepted by the Federal Aviation Administration on May 15, 2017 (Noise Exposure Map Notice for LaGuardia Airport, New York City, New York, volume 82, **Federal Register**, pages 22714–5, May 15, 2017). The revisions to the previously approved 2021 NEM depict changes to noise contours from implementation of noise abatement measures contained within the associated NCP. It was requested that the FAA review this material as the NEM, as described in 49 U.S.C. 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a NCP under 49 U.S.C. 47504.

The FAA has completed its review of the revised “With Program” 2021 NEM and related descriptions submitted by The Port Authority of New York and New Jersey. The documentation that constitutes the NEM as defined in 14 CFR 150.7 is the revised “With

Program” 2021 Future Year NEM, Map 1 of 6, located in Appendix I–2 of the NCP Report. The NEMs contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as single and two-family residential; multi-family residential; mixed residential and commercial; commercial and office; industrial and manufacturing; transportation, parking and utilities; unclassified; vacant land; open space, cemeteries, and outdoor recreation; places of worship; schools; historic structures; and day care/ assisted living facilities and those areas within the Day Night Average Sound Level (DNL) 65, 70 and 75 decibel noise contours. The revised “With Program” 2021 NEM reflects the previous implementation of noise abatement measure 1 from the noise compatibility program. Accordingly, all estimates for the non-compatible land area and residential populations within these contours for the revised “With Program” 2021 noise exposure map are shown in Table 3–2 in Chapter 3 of the NCP Report. The estimates of land use within these contours for the revised “With Program” 2021 noise exposure map are shown in Table 2–4 of Chapter 2 of the NCP Report. Flight tracks are found in Maps 2 of 6 through 6 of 6 in Appendix I–2. The type and frequency of aircraft operations (including nighttime operations) are found in Chapter 2, Tables 2–1, 2–2, and 2–3.

The FAA has determined that these maps for LaGuardia Airport are in compliance with applicable requirements. This determination is effective on June 16, 2022. FAA’s determination on an airport operator’s NEMs is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of 14 CFR part 150. Such determination does not constitute approval of the applicant’s data, information or plans, or constitute a commitment to approve a NCP 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 NEM submitted under 49 U.S.C. 47503, 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 NEMs to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506. 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 14 CFR part 150 or through FAA’s review of NEMs. 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 49 U.S.C. 47503. The FAA has relied on the certification by the airport operator, under 14 CFR 150.21, that the statutorily required consultation has been accomplished.

The FAA has formally received the NCP for LaGuardia Airport, also submitted on June 15, 2022. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of NCPs, but that further review will be necessary prior to approval or disapproval of the program for LaGuardia Airport. The formal review period, limited by law to a maximum of 180 days, was initiated on July 6, 2022 and will be completed on or before January 2, 2023.

The FAA’s detailed evaluation will be conducted under the provisions of 14 CFR 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 NEMs for LaGuardia Airport, the FAA’s evaluation of the maps, and the proposed NCP for LaGuardia Airport are available for examination online at [http://panynjpart150.com/LGA\\_FNCP.asp](http://panynjpart150.com/LGA_FNCP.asp).

The Port Authority of New York and New Jersey has also made a hard copy of the document available for review at the LaGuardia Airport Community Information Center, 98–12 Astoria Boulevard, East Elmhurst, NY 11369. The document will be available for review from Monday to Thursday between the hours of 10 a.m. and 4 p.m. Interested parties should contact Raquel Moss at (718) 607–2297 to arrange for a review.

Questions regarding this notice may be directed to the individual named

above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Jamaica, NY, on July 6, 2022.

**David A. Fish,**

*Director, Airports Division, Eastern Region.*

[FR Doc. 2022-14694 Filed 7-8-22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FRA-2022-0923]

#### **Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Part 142, Certificated Training Centers**

**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 collection involves Certificated Training Centers. Operators pay Certificated Training Centers to provide training to their employees, typically pilots, on different types of equipment if training is not done in house. The information to be collected is necessary because it allows aviation safety inspectors (operations) to review and to provide surveillance to training centers to ensure compliance with airman training, testing, and certification requirements specified in other parts of the regulations. If the information were not collected, inspectors would not be able to determine if airmen who are clients are being trained, checked or tested to meet the safety standards established in other parts of the regulations. To date, FAA inspectors have used the information collected to determine and assess regulatory compliance during routine program surveillance.

**DATES:** Written comments should be submitted by September 9, 2022.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By mail:* Sandra L. Ray, 1187 Thorn Run Road, Suite 200, Coraopolis, PA 15108.

*By fax:* 412-239-3063.

**FOR FURTHER INFORMATION CONTACT:** Sandra Ray by email at: [Sandra.ray@faa.gov](mailto:Sandra.ray@faa.gov); phone: 412-329-3088.

#### **SUPPLEMENTARY INFORMATION:**

*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:* 2120-0570.

*Title:* Part 142, Certificated Training Centers.

*Form Numbers:* None.

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

*Background:* Part 142 Flight Schools are subject to several collection requirements. 14 CFR part 142 is one of several Federal Regulation parts that implement the Public Law. Section 142.11 provides that application for a training center certificate and training specifications shall be made in a form and manner prescribed by the Administrator, shall provide specific information about each management, instructor position, and evaluator position, and contain certain other administrative information.

Section 142.37 provides that application for approval of training programs must be in a form and manner acceptable to the Administrator, and must provide specific information about curriculum and courses of the training program.

Chapter 447, Section 44701 of Title 49, United States Code, provides, in pertinent part, that the Administrator may find, after investigation, that a person found to possess proper qualifications for a position as an airman may be issued such certificate. That certificate shall contain such terms, conditions, and limitations as to duration thereof, as well as periodic or special examinations, and other matters as the Administrator may determine to be necessary to assure safety in air commerce.

Section 142.73 requires that training centers maintain records for a period of one year to show trainee qualifications for training, testing, or checking, training attempts, training checking, and testing results, and for one year following termination of employment the qualification of instructors and evaluators providing those services.

The respondents may be the Part 142 schools, Part 121 or 135 air carriers who utilize these schools or new applicants seeking Part 142 certification. The information may be collected in electronic forms. No specific forms are required. Information reporting may be done in accordance with the individual FAA office.

*Respondents:* Part 142 schools, Part 121 and 135 carriers and new certifications.

*Frequency:* On occasion.

*Estimated Average Burden per Response:* Varies per requirement.

*Estimated Total Annual Burden:* 87,112 hours.

Issued in Washington, DC, on July 5, 2022.

**Sandra L. Ray,**

*Aviation Safety Inspector, AFS-260.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2021-0158]

#### **Agency Information Collection Activities; Renewal of a Currently Approved Information Collection: Motor Carrier Identification Report**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. FMCSA requests approval to renew an ICR titled, "Motor Carrier Identification Report," which is used to identify FMCSA regulated entities, help prioritize the agency's activities, aid in assessing the safety outcomes of those activities, and for statistical purposes. This ICR is necessary to ensure regulated entities are registered with the DOT.

**DATES:** Comments on this notice must be received on or before August 10, 2022.

**ADDRESSES:** Written comments and recommendations for the proposed information collection 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 this information collection by selecting "Currently under 30-day Review—Open for Public