

**FOR FURTHER INFORMATION CONTACT:**

Ronda Thompson by email at:  
*Ronda.Thompson@faa.gov*.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0033.

*Title:* Representatives of the Administrator.

*Form Numbers:* FAA Forms 8110-14, 8110-28, 8520-2, 8710-6, 8710-10.

*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 March 14, 2017 (82 FR 13709). There were no comments. Title 49, United States Code, Section 44702 authorizes the appointment of appropriately qualified persons to be representatives of the Administrator to allow those persons to examine, test and certify other persons for the purpose of issuing them pilot and instructor certificates. The collection of information is for the purpose of obtaining essential information concerning the applicant's professional and personal qualifications. The FAA uses the information provided to screen and select designees who act as representatives of the FAA Administrator in performing various certification and examination functions under Title VI of Federal Aviation Act.

*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.

*Respondents:* Approximately 4515 applicants.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 1.5 hours.

*Estimated Total Annual Burden:* 6,623 hours.

Issued in Washington, DC, on May 24, 2017.

**Ronda L. Thompson,**

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

[FR Doc. 2017-11060 Filed 5-26-17; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Noise Exposure Map Notice for John F. Kennedy International Airport, New York City, New York**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Port Authority of New York and New Jersey for John F. Kennedy International Airport under the provisions of the Aviation Safety and Noise Abatement Act and 14 CFR part 150 are in compliance with applicable requirements.

**DATES:** The effective date of the FAA's determination on the noise exposure maps is May 19, 2017.

**FOR FURTHER INFORMATION CONTACT:** Eastern Region Airports Division (AEA-600), Andrew Brooks, Environmental Program Manager, Federal Aviation Administration, AEA-600, 1 Aviation Plaza, Jamaica, New York 11434, Telephone: (718) 553-3330.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for John F. Kennedy International Airport are in compliance with applicable requirements of 14 CFR part 150, effective January 13, 2004. Under 49 U.S.C. Section 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 during a forecast period that is at least five (5) years in the future, 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 the Port Authority of New York and New Jersey. The documentation that constitutes the "Noise Exposure Maps" (NEM) as defined in Section 150.7 of Part 150 includes a 2016 Base Year NEM, Figure 5-1, and a 2021 Future Year NEM, Figure 5-2, located in Chapter 5 of the NEM Report. Details of the NEM contours are provided by Runway end in Figures 5-3 through 5-6 of Chapter 5. The figures contained within Chapter 5 are scaled to fit within the report context; however, the official, to scale, 2016 Base Year NEM and 2021 Future Year NEM are both located in Appendix M of the official NEM Report submittal. The Noise Exposure Maps 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; public facilities and institutions; unclassified; open space, cemeteries, and outdoor recreation; vacant land; places of worship; schools; historic structures; hospitals; and day care/assisted living facilities and those areas within the Day Night Average Sound Level (DNL) 65, 70 and 75 noise contours. Estimates for the area within these contours for the 2016 Base Year and 2021 Future Year are shown in Table 5-1 and Table 5-4 in Chapter 5 of the NEM Report respectively. Estimates of the residential population within the 2016 Base Year and 2021 Future Year noise contours are also shown in Table 5-1 and Table 5-4 in Chapter 5 of the NEM Report respectively. Figure 4-12, in Chapter 4, displays the location of noise monitoring sites. Flight tracks are found in Figures 4-2 through 4-5 of Chapter 4 and detailed in Appendices E and M. The type and frequency of aircraft operations (including nighttime operations) are found in Chapter 4, Tables 4-1 and 4-2.

As discussed in Chapter 6 of the NEM Report, the Port Authority of New York and New Jersey provided the general public the opportunity to review and comment on the NEMs. This public comment period opened on October 26, 2016 and closed on November 28, 2016. Public workshops for the Draft NEMs were held on November 2 and November 3, 2016. All comments received during the public comment

period and throughout the development of the NEMs, as well as responses to these comments, are contained in Appendix L of the NEM Report.

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on May 19, 2017.

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 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 authorities 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.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

- Federal Aviation Administration,  
Eastern Region, Airports Division,  
AEA-600, 1 Aviation Plaza, Jamaica,  
New York 11434
- Federal Aviation Administration, New  
York Airports District Office, 1  
Aviation Plaza, Jamaica, New York  
11434
- The Port Authority of New York and  
New Jersey, Aviation Department, 4

World Trade Center, 150 Greenwich  
Street, 18th Floor, New York, New  
York 10007

Issued in Jamaica, NY, on May 19, 2017.

**Steven M. Urlass,**

*Director, Airports Division, Eastern Region.*

[FR Doc. 2017-11071 Filed 5-26-17; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Extended Operations (ETOPS) of Multi-Engine Airplanes**

**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 a previously approved information collection. A final rule published on January 16, 2007 codified previous practices that permitted certificated air carriers to operate two-engine airplanes over long-range routes. The FAA uses this information collection to ensure that aircraft for long range flights are equipped to minimize diversions, to preclude and prevent diversions in remote areas, and to ensure that all personnel are trained to minimize any adverse impacts of a diversion.

**DATES:** Written comments should be submitted by June 29, 2017.

**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 [oira\\_submission@omb.eop.gov](mailto:oira_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.

**FOR FURTHER INFORMATION CONTACT:**  
Ronda Thompson by email at:  
[Ronda.Thompson@faa.gov](mailto:Ronda.Thompson@faa.gov).

**SUPPLEMENTARY INFORMATION:**  
*OMB Control Number:* 2120-0718.  
*Title:* Extended Operations (ETOPS)  
of Multi-Engine Airplanes.

*Form Numbers:* None.

*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 March 14, 2017 (82 FR 13708). The final rule codified the previous practices that permitted certificated air carriers to operate two-engine airplanes over these long-range routes and extended the procedures for extended operations to all passenger-carrying operations on routes beyond 180 minutes from an alternate airport. This option is voluntary for operators and manufacturers. The FAA uses this information collection to ensure that aircraft for long range flights are equipped to minimize diversions, to preclude and prevent diversions in remote areas, and to ensure that all personnel are trained to minimize any adverse impacts of a diversion.

*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.

*Respondents:* Approximately 21  
Operators and Manufacturers.

*Frequency:* Information is collected  
on occasion.

*Estimated Average Burden per  
Response:* 7 hours.

*Estimated Total Annual Burden:*  
109,382 hours.

Issued in Washington, DC, on May 24,  
2017.

**Ronda L. Thompson,**

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

[FR Doc. 2017-11082 Filed 5-26-17; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Automatic Certification and Operation FAR 125**

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