

soliciting comments on the following collection of information was published on February 18, 2022 (87 FR 9413). Title 49 U.S.C. 44305 authorizes the Administrator of the Federal Aviation Administration, acting pursuant to a delegation of authority from the Secretary of Transportation, to provide aviation insurance at the request of another Federal agency, without premium, provided that the head of the Federal agency agrees to indemnify the FAA from loss.

The FAA Non-Premium Aviation War Risk Insurance Program offers war risk coverage, without premium, to air carriers at the request of DoD and other Federal agencies. DoD and other Federal agencies rely on the FAA to provide aviation war risk insurance to contracted air carriers supporting mission objectives and operations that is not available commercially on reasonable terms and conditions. Air carriers never insured under the FAA Non-Premium War Risk Insurance Program must submit an application before the FAA can provide coverage.

Respondents: The FAA currently insure 31 U.S. air carriers through its Non-Premium Aviation Insurance Program at the request of other Federal agencies. We estimate the addition of one new air carrier to the program each year. In addition, air carriers insured will be required to provide and update information on an ongoing basis as a condition of insurance coverage and to remain eligible for insurance policy renewals.

Frequency: The initial application for insurance is required only from air carriers that have not previously received aviation insurance from the FAA. We estimate one new air carrier will need to submit an application annually; 6 insured air carriers will need to update basic information submitted on their initial application, such as business name and/or address, annually; 31 insured air carriers will be required to provide one commercial insurance policy to the FAA annually by uploading an electronic image into the FAA's Aviation Insurance Data Management System (AIDMS) annually; and 31 insured air carriers will need to update their Schedule of Aircraft with aircraft registration data adding and removing a total of 550 aircraft to or from AIDMS, annually.

Estimated Average Burden per Response: Initial Application—4 hours; Commercial Policy Submission—10 minutes; Business Information Update—5 minutes; and Aircraft Schedule Update—2 minutes per aircraft.

Estimated Total Annual Burden: 28 Hours.

Issued in Boonsboro, MD, on April 19, 2022.

James W. Poe, III,

Program Manager, Aviation Insurance, Command and Control Communications (C3) Division (AXE-400), Office of National Security Programs and Incident Response, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Tampa International Airport (TPA) Airport, Tampa, Florida

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

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps (NEMs) submitted by the Hillsborough County Aviation Authority for Tampa International Airport under the provisions of the Aviation Safety and Noise Abatement Act and are in compliance with applicable requirements.

DATES: The effective date of the FAA's compliance determination on the NEMs is April 14, 2022.

FOR FURTHER INFORMATION CONTACT:

Amy Reed, Federal Aviation Administration, Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, Florida 32819, (407) 487-7297.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the NEMs submitted for the Tampa International Airport (TPA) are in compliance with applicable requirements of title 14 Code of Federal Regulations (CFR) part 150, effective April 14, 2022. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act ("the Act"), 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 Sponsor who has submitted NEMs that are found by the FAA to be in compliance with the

requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program (NCP) for FAA approval which sets forth the measures the Sponsor 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 NEMs and accompanying documentation submitted by Hillsborough County Aviation Authority. The documentation that constitutes the "NEMs" as defined in 14 CFR 150.7 includes: Final 2021 Existing Conditions Noise Exposure Map (Figure J-1); Final 2026 Future Conditions Noise Exposure Map (Figure J-2); Fixed-Wing Flight Tracks—North Flow (Figure J-3); Fixed-Wing Flight Tracks—South Flow (Figure J-4); Helicopter Flight Tracks—All Flows (Figure J-5); and the Final Noise Exposure Map Report and its appendices. The FAA has determined that these NEMs and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 14, 2022.

FAA's determination on the airport Sponsor'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 Sponsor's data, information, or plans, and is not 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 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 exposure contours, or in interpreting the NEMs 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 and remain unchanged by FAA's NEM compliance determination under 14 CFR part 150. The responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport Sponsor 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 Hillsborough

County Aviation Authority, under 14 CFR 150.21, that the statutorily required consultation has been accomplished.

Copies of the full NEM documentation are available for examination by appointment at the following locations:

Federal Aviation Administration:
Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, Florida 32819.

Tampa International Airport: 4100 George J Bean Pkwy., Tampa, FL 33607.

Direct questions or to arrange an appointment to review the documents to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, on April 19, 2022.

Bartholomew Vernace,

Manager, Orlando Airports District Office.

[FR Doc. 2022–08589 Filed 4–21–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2022–0201]

Agency Information Collection

Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Certification: Pilots and Flight Instructors

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 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 February 15, 2022. FAA regulations prescribe certification standards for pilots, flight instructors, and ground instructors. The information collected is used to determine compliance with applicant eligibility.

DATES: Written comments should be submitted by May 23, 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. Find this particular information collection by selecting “Currently under 30-day Review—Open

for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Jean Hardy by email at: jean.hardy@faa.gov. Phone: 207–289–7287.

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.

OMB Control Number: 2120–0021.

Title: Certification: Pilots and Flight Instructors.

Form Numbers: 8710–1, 8710–13.

Type of Review: This is a renewal of an existing information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 15, 2022 (87 FR 8631). Persons applying for an airman certificate under part 61 are mandated to report information using the Airman certificate and/or Rating Application form and the required records, logbooks and statements to the Federal Aviation Administration (FAA) Flight Standards District Offices or its representatives on occasion. This information is used to determine qualifications of the applicant for issuance of a pilot or instructor certificate, or rating or authorization. The FAA estimates that there are approximately 825,000 active certificated pilot airmen. This includes student, private, commercial, airline transport pilot certificate holders, as well as ground and flight instructors. Approximately 25% of these pilots are providing data on an annual basis. Instructor certificates must be renewed every 24 months to remain effective. If the information collection were not conducted, the FAA would be unable to issue the appropriate certificates and ratings. Persons applying for a remote pilot certificate with a small UAS rating under part 107, are mandated to report information using the FAA Form 8710–13, Remote Pilot Certificate and/or Rating Application. For applicants who do not hold a pilot certificate under part 61, the Remote Pilot Certificate and/or Rating Application is submitted along with a documentation demonstrating that the applicant passed an aeronautical knowledge test. For applicants who hold a pilot certificate under part 61 and meet the flight review

requirements of § 61.56, the Remote Pilot Certificate and/or Rating Application is submitted with evidence of completion of the training program is estimated to be approximately 25 percent of the population of active certificated pilots and instructors. Given a population of 825,000, the result is approximately 206,250 respondents providing data on an annual basis. The total number of applicants for a remote pilot certificate with a small UAS rating is estimated to be 39,229 annually.

Respondents: Existing and prospective airmen.

Frequency: On occasion.

Estimated Average Burden per Response: Approximately 15 minutes per response.

Estimated Total Annual Burden: 333,194 hours per year for reporting and recordkeeping.

Issued in Washington, DC, on April 19, 2022.

Dwayne C. Morris,

Project Manager, Flight Standards Service, General Aviation and Commercial Division.

[FR Doc. 2022–08626 Filed 4–21–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2022–0014]

Agency Information Collection Activity Under OMB Review: Rail Fixed Guideway Systems; State Safety Oversight

AGENCY: Federal Transit Administration, Department of Transportation.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to approve the extension of a currently approved information collection: Rail Fixed Guideway Systems; State Safety Oversight.

DATES: Comments must be submitted before June 21, 2022.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments identified by the docket number by only one of the following methods:

1. *Website:* www.regulations.gov. Follow the instructions for submitting comments on the U.S. Government electronic docket site. (Note: The U.S. Department of Transportation’s (DOT’s) electronic docket is no longer accepting electronic comments.) All electronic