

National Space Transportation Policy clearly identifies how strengthening U.S. competitiveness in the international launch market and improving the cost effectiveness of U.S. space transportation services are in the public interest: "Maintaining an assured capability to meet United States Government needs, while also taking the necessary steps to strengthen U.S. competitiveness in the international commercial launch market, is important to ensuring that U.S. space transportation capabilities will be reliable, robust, safe, and affordable in the future. Among other steps, improving the cost effectiveness of U.S. space transportation services could help achieve this goal by allowing the United States Government to invest a greater share of its resources in other needs such as facilities modernization, technology advancement, scientific discovery, and national security. Further, a healthier, more competitive U.S. space transportation industry would facilitate new markets, encourage new industries, create high technology jobs, lead to greater economic growth and security, and would further the Nation's leadership role in space." SpaceX's proposal to apply collective risk management to people in waterborne vessels is in the public interest.

Issued in Washington, DC, on April 8, 2016.

**Kenneth Wong,**

*Commercial Space Transportation, Licensing and Evaluation Division Manager.*

[FR Doc. 2016-09685 Filed 5-9-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review Boise Air Terminal (Gowen Field) Boise, ID

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

**ACTION:** Noise Exposure Map notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Boise, ID for the Boise Air Terminal (Gowen Field), Boise, Idaho under the provisions of 40 U.S.C 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program

that was submitted for Boise Air Terminal (Gowen Field) under Part 150 in conjunction with the Noise Exposure Map, and that this program will be approved or disapproved on or before October 29, 2016.

**DATES:** *Effective Date:* The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is May 2, 2016. The public comment period ends July 1, 2016.

**FOR FURTHER INFORMATION CONTACT:** Mr. Scott Eaton at the Federal Aviation Administration, FAA Building, Ste. 2, 2725 Skyway Drive, Helena, Montana 59602-1213, Telephone 406-449-5291.

**SUPPLEMENTARY INFORMATION:** This Notice announces that the FAA finds that the Noise Exposure Maps submitted for Great Falls International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective May 2, 2016. Furthermore, FAA is reviewing a proposed noise compatibility program for that Airport which will be approved or disapproved on or before October 29, 2016. This notice also announces the availability of this Program for public review and comment.

Under 49 U.S.C., Section 47503, Aviation Safety and Noise Abatement Act (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 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.

The City of Boise, ID submitted to the FAA on December 21, 2015 Noise Exposure Maps, descriptions and other documentation that were produced during the Boise Air Terminal (Gowen Field) Airport Part 150 Study conducted between September 16, 2014 and December 21, 2015. 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 accompanying documentation submitted by the City of Boise, ID. The documentation that constitutes the "noise exposure maps" as defined in CFR part 150 Section 150.7 includes: Boise Airport 14 CFR part 150 Study Update, Updated Noise Exposure Maps, Figure 2-1 Existing Condition Operations by Aircraft Category, Figure 2-2 Future Condition Operations by Aircraft Category, Figure 3-1 Airport Layout, Figure 3-2 Modeled Flight Tracks for Runways 9, 10L and 10R, Figure 3-3 Modeled Flight Tracks for Runways 27, 28L and 28R, Figure 4-1 Airport Influence Area, Figure 4-2 Existing Land Use, Figure 4-3 Future Land Use, Figure 4-4 Zoning in the Vicinity of the Airport, Figure 5-1 2015 Noise Exposure Map on Existing Land Use, Figure 5-2 2020 Noise Exposure Map on Existing Land Use, and Figure 5-3 2020 Noise Exposure Map on Future Land Use. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on May 2, 2016.

The 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 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund 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 exposure 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 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 Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the Noise Compatibility Program for Boise Air Terminal (Gowen Field) Airport, also effective on May 2, 2016. Preliminary review of the submitted material indicates that it conforms to the requirements of 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 October 29, 2016.

The FAA's detailed evaluation will be conducted under the provisions of 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 full Noise Exposure Map documentation and the proposed Noise Compatibility Program are available for examination at the following locations:

Scott Eaton, Community Planner, Federal Aviation Administration, Helena Airports District Office, FAA Building, Ste. 2, 2725 Skyway Drive, Helena, MT 59602, 406-449-5291.

Boise Air Terminal (Gowen Field), 3201 Airport Way, Boise, ID 83705.

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

Issued in Renton, Washington, on May 2, 2016.

**Randall S. Fiertz,**

*Manager, Airports Division, Northwest Mountain Region.*

[FR Doc. 2016-10981 Filed 5-9-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2016-6596]

#### Passenger Facility Charge (PFC) Program: Eligibility of Ground Access Projects Meeting Certain Criteria; Correction

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

**ACTION:** Notice of proposed policy amendment and request for comments; correction.

**SUMMARY:** This action corrects the notice of proposed policy published on May 3, 2016. In that document, the FAA solicited comments on a proposal to amend its "Notice of Policy Regarding the Eligibility of Airport Ground Access Transportation Projects for Funding Under the Passenger Facility Charge (PFC) Program,"<sup>1</sup> regarding the requirements for PFC funding of on-airport, rail access projects. This document corrects errors in the docket number and contact information.

**DATES:** May 10, 2016. The comment period will close June 2, 2016.

**FOR FURTHER INFORMATION CONTACT:** Joe Hebert, Manager, Financial Analysis and Passenger Facility Charge Branch, APP-510, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-8375; facsimile (202) 267-5302.

**SUPPLEMENTARY INFORMATION:** On May 3, 2016, the FAA published a notice titled "Notice of Proposed Policy Amendment and Request for Comments" (81 FR 26611). In that Notice, the FAA proposed to change the policy regarding the Passenger Facility Charge eligibility of ground access projects meeting certain criteria. The notice was inadvertently issued without a correct Docket Number and complete contact information.

In FR Doc. 2016-10334, beginning on page 26611 in the **Federal Register**, make the following corrections:

1. On page 26611, in the first column, after Federal Aviation Administration, add Docket No. FAA-2016-6596; and in the first paragraph under **ADDRESSES**,

correct Docket Number FAA 2016-XXXX to read Docket No. FAA-2016-6596.

2. On page 26611, in the second column, after **FOR FURTHER INFORMATION CONTACT**, add Joe Hebert, Manager, Financial Analysis and Passenger Facility Charge Branch, APP-510, and on line 8, remove 267-3831 and add in its place 267-8375.

Issued in Washington DC, on May 4, 2016.

**Elliott Black,**

*Director, Office of Airport Planning and Programming.*

[FR Doc. 2016-10975 Filed 5-9-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Harrisburg International Airport, Middletown, Pennsylvania

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Susquehanna Regional Airport Authority for Harrisburg International Airport under the provisions of 49 U.S.C. 47501 et seq. (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**DATES:** *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is May 3, 2016.

**FOR FURTHER INFORMATION CONTACT:** Harrisburg Airports District Office (HAR ADO), Susan L. McDonald, Environmental Protection Specialist, Federal Aviation Administration, HAR ADO, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011, Telephone: (717) 730-2830.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for the Harrisburg 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

<sup>1</sup> 69 FR 6366 (Feb. 10, 2004).