

use and to authorize this parcel to be used for revenue-producing, non-aeronautical purposes.

**DATES:** Comments must be received on or before September 29, 2016.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Mayor Mark Gooden, City of Marshall Office Building, 214 N. Lafayette Ave., Marshall, MO 65340, (660) 886-2226.

**FOR FURTHER INFORMATION CONTACT:** Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust, Room 364, Kansas City, MO 64106, Telephone number (816) 329-2644, Fax number (816) 329-2611, email address: [lynn.martin@faa.gov](mailto:lynn.martin@faa.gov).

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to change approximately 15.42± acres of airport property at the Marshall Memorial Municipal Airport (MHL) from aeronautical use to non-aeronautical use for revenue producing. The parcel of land is located along the North line of Fairground Road. This parcel will be used for a solar farm. The land will be leased to MC Power for the solar farm.

No airport landside or airside facilities are presently located on this parcel, nor are airport developments contemplated in the future. Farming is the current use of the surface of the parcel. The parcel will serve as a revenue producing lot with the proposed change from aeronautical to non-aeronautical. The request submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the change to non-aeronautical status of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this Notice.

The following is a brief overview of the request:

The Marshall Memorial Municipal Airport (MHL) is proposing the release of one parcel, of 15.42 acres, more or less from aeronautical to non-aeronautical. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally

acquired airport property to be used for non-aviation purposes. The rental of the subject property will result in the land at the Marshall Memorial Municipal Airport (MHL) being changed from aeronautical to nonaeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market rental value for the property. The annual income from rent payments will generate a long-term, revenue-producing stream that will further the Sponsor's obligation under FAA Grant Assurance number 24, to make the Marshall Memorial Municipal Airport as financially self-sufficient as possible.

Following is a legal description of the subject airport property at the Marshall Memorial Municipal Airport (MHL):

A tract of land located in the Southwest Quarter of Section 22 T50N R21W, in Marshall, Saline County, Missouri, and further described as follows:

Commencing at the Southwest Corner of said section 22, thence along the South line of said section, S. 89°09'20" E. 383.83 feet; Thence N. 00°50'40" E. 20.00 feet, to a point on the East Right of Way of U.S. Highway 65, and the point of beginning.

From the point of beginning, thence continuing along said Right of Way, on a curve to the right, having a radius of 2,774.79 feet, a distance of 732.57 feet, the chord being N. 17°16'20" W. 730.45 feet; thence S. 83°49'30" E. 1,163.93 feet; thence S. 01°54'00" W. 586.19 feet; to the North line of Fairground Road; thence along said North line N. 89°09'20" 920.98 feet, to the point of beginning, containing 15.42 acres.

Any person may inspect, by appointment, the request in person at the FAA office listed above **FOR FURTHER INFORMATION CONTACT.** In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Marshall Memorial Municipal Airport.

Issued in Kansas City, MO, on August 23, 2016.

**Jim A. Johnson,**  
Manager, Airports Division.

[FR Doc. 2016-20793 Filed 8-29-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Baltimore/Washington International Thurgood Marshall Airport, Anne Arundel County, Maryland

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Maryland Aviation Administration for Baltimore/Washington International Thurgood Marshall 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 August 31, 2016.

**FOR FURTHER INFORMATION CONTACT:** Washington Airports District Office (WAS ADO), Marcus Brundage, Environmental Protection Specialist, Federal Aviation Administration, WAS ADO, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166, Telephone: (703) 661-1354.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for the Baltimore/Washington International Thurgood Marshall Airport are in compliance with applicable requirements of 14 CFR part 150, effective January 13, 2004. Under 49 U.S.C. 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 Mayland Aviation Administration. The documentation that constitutes the "Noise Exposure Maps" (NEM) as defined in Section 150.7 of part 150 includes: 2014 Base Year NEM Figure (20) and 2019 Future Year NEM Figure (21). The Noise Exposure Maps contain current and forecast information, including the depiction of the airport and its boundaries, the runway configurations, and land uses such as residential, open space, commercial/office, community facilities, libraries, churches, open space, infrastructure, vacant and warehouse 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 2014 Base Year are shown in Table 3–1 and Table 15; and in Chapter 5 of the NEM. Estimates of the future residential population within the 2019 Future Year noise contours are shown in Table 15 and in Chapter 5 of the NEM. Figure 24 displays the location of noise monitoring sites. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Chapter 4 and Appendix F. The type and frequency of aircraft operations (including nighttime operations) are found in Appendix C. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 17, 2016.

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 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.

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,  
Washington Airports District Office,  
23723 Air Freight Lane, Suite 210,  
Dulles, VA 20166.

Maryland Aviation Administration, 991  
Corporate Boulevard, Linthicum, MD  
21090.

**FOR FURTHER INFORMATION CONTACT:**  
Washington Airports District Office  
(WAS ADO), Marcus Brundage,  
Environmental Protection Specialist,  
Federal Aviation Administration, WAS  
ADO, 23723 Air Freight Lane, Suite 210,  
Dulles, VA 17011, Telephone: (703)  
661-1354.

Issued in Dulles, VA, on August 17, 2016.

**Matthew J. Thys,**  
Manager, Washington Airports District Office,  
Eastern Region.

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No: FHWA-2016-0018]

#### Assumption of Authorities

**AGENCY:** Federal Highway Administration (FHWA); Department of Transportation (DOT).

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

**SUMMARY:** The Fixing America's Surface Transportation (FAST) Act builds on the authorities and requirements in the

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act also builds on efforts under FHWA's Every Day Counts to accelerate delivery of surface transportation projects by institutionalizing best practices and expediting complex infrastructure projects.

The Secretary, in cooperation with the States, must submit recommendations to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate recommendations on legislation to permit the assumption of additional authorities by States. The FAST Act specifically asks for recommendations in the areas of real estate acquisition and project design.

In order to implement section 1316 of the FAST Act, FHWA is soliciting feedback from States and other stakeholders on additional authorities to assume under title 23, including real estate acquisition and project design. The FHWA will collect suggestions during a 60-day period. At the end of that period, FHWA will assess suggestions prior to providing a Report to Congress.

**DATES:** Comments must be received by October 31, 2016.

**ADDRESSES:** To ensure that you do not duplicate your docket submissions, please submit them by only one of the following means:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

- *Electronic Mail:* Section1316FRN@Sharepointmail.dot.gov.

- *Mail:* U.S. Department of Transportation, Dockets Management Facility, Room W12-140, 1200 New Jersey Ave. SE., Washington, DC 20590-0001.

- *Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Ave. SE., between 9 a.m. 5p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 366-9329.

All comments must include the docket number DOT-FHWA-2016-0018 at the beginning of the submission.

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Howell, Office of Information Technology Services, (202) 366-5707, [michael.howell@dot.gov](mailto:michael.howell@dot.gov), Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, Ms. Janet Myers, Office of Chief Counsel, 202-366-2019,