

and historic properties on or eligible for the National Register of Historic Places); and the Community Noise Equivalent Level (CNEL) 65, 70, and 75 decibel airport noise contours resulting from existing and forecast airport operations. The frequency of airport operations is described in Section 4.2 of the Noise Exposure Map Update report. Flight tracks associated with Fresno Yosemite International Airport are depicted in Figures 9 through 12. The Fresno Yosemite International Airport noise monitoring system is described in both Section 5.3 and Appendix O, with noise monitoring locations shown on Figure O-1 of the report. Estimates of the number of people residing within the CNEL contours is located in Section 5.2.2 of the Noise Exposure Map Update report. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on February 16, 2018.

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 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 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,  
Western-Pacific Region, Office of  
Airports, 15000 Aviation Boulevard,  
Room 3012, Lawndale, CA 90261.  
Federal Aviation Administration, San  
Francisco Airports District Office,  
1000 Marina Boulevard, Suite 220,  
Brisbane, CA 94005-1835.  
Mark W. Davis, Airports Planning  
Manager, Fresno Yosemite  
International Airport, 4995 E. Clinton  
Way, Fresno, CA 93727.

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

Issued in Hawthorne, California, on February 16, 2018.

**Brian Q. Armstrong,**

*Acting Director, Office of Airports, AWP-600,  
Western-Pacific Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at the Northeast Philadelphia Airport (PNE), Philadelphia, Pennsylvania

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

**ACTION:** Notice of request to release airport property for non-aeronautical purposes.

**SUMMARY:** The FAA proposes to rule and invite public comment on the release of land for non-aeronautical purposes at the Northeast Philadelphia Airport (PNE), Philadelphia, Pennsylvania.

**DATES:** Comments must be received on or before February 27, 2018.

**ADDRESSES:** Comments on this application may be mailed or delivered to the following address:

Raymond Scheinfeld, Environmental Manager, Division of Aviation, Philadelphia International Airport, Terminal D-E 3rd Floor Philadelphia, Pennsylvania 19153 and at the FAA Harrisburg Airports District Office:

Lori K. Pagnanelli, Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011.

**FOR FURTHER INFORMATION CONTACT:** Rick Harner, Civil Engineer, Harrisburg

Airports District Office, location listed above.

The request to release property may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release airport property for non-aeronautical purposes at the Northeast Philadelphia Airport (PNE) under the provisions of Section 47125(a) of Title 49 U.S.C. On November 6, 2017, the FAA determined that the request to release airport property for non-aeronautical purposes at the Northeast Philadelphia Airport (PNE), Pennsylvania, submitted by the City of Philadelphia, Department of Aviation, met the procedural requirements. Final release of the property is subject to FAA's NEPA determination made on August 11, 2017.

The following is a brief overview of the request:

The City requests the release of a portion of airport property totaling 8.36 acres, which is no longer needed for aeronautical purposes. The 8.36 acres were part of 54.432 acres known as Tract 4. This property is located off Academy Road in the City of Philadelphia, Philadelphia County and was originally purchased with federal funds under the Federal Aid for Airports Program (FAAP) Grant 9-36-040-5901. The 8.36 acres requested for non-aeronautical use are to be sold to UL Grant Avenue, LLC, to be used for retail development and a maintenance building for the adjacent Union League Golf Club. The property is located in the southeast portion of existing airport property and is currently vacant. As shown on PNE's approved Airport Layout Plan, the property does not serve a current aeronautical purpose and is not needed for current or future airport development. The proceeds from the Fair Market Value (FMV) sale of the 8.36 acres of property will be added to the airport's operating revenue or will be used for eligible airport development purposes, as outlined in FAA Order 5190.6B, Airport Compliance Manual.

Any person may inspect the request by appointment at the FAA office address listed above. Interested persons are invited to comment on the proposed release. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, on February 21, 2018.

**Lori K. Pagnanelli,**

*Manager, Harrisburg Airports District Office.*

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