

flight in the NAS to promote greater accountability and responsibility of these new users. Registration also allows the FAA and law enforcement agencies to address non-compliance by providing the means for identifying an aircraft's owner and operator.

Subject to certain exceptions discussed below, aircraft must be registered prior to operation. See 49 U.S.C. 44101–44103. Upon registration, the Administrator must issue a certificate of registration to the aircraft owner. See 49 U.S.C. 44103.

Registration, however, does not provide the authority to operate. Persons intending to operate a small unmanned aircraft must operate in accordance with the exception for limited recreational operations (49 U.S.C. 44809), part 107 or part 91, in accordance with a waiver issued under part 107, in accordance with an exemption issued under 14 CFR part 11 (including those persons operating under an exemption issued pursuant to 49 U.S.C. 44807), or in conjunction with the issuance of a special airworthiness certificate, and are required to register.

*Respondents:* 283,761 registrants and 21,910 de-registrants based on CY 2021 data.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 6 minutes per response to register and 3 minutes per response to de-register.

*Estimated Total Annual Burden:* Approximately 28,376 hours to register and 1,096 to de-register.

Issued in Oklahoma City, OK on January 11, 2023.

**Bonnie Lefko,**

*Program Analyst, FAA, Civil Aviation Registry, AFB-700.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Teterboro Airport (TEB) Noise Compatibility Program

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

**ACTION:** Notice of approval of the Teterboro Airport (TEB) noise compatibility program.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings for the noise compatibility program submitted by LGA, see supplementary information for details. On June 15, 2017, the FAA determined

that the noise exposure maps submitted by TEB were in compliance with applicable requirements. On July 15, 2022, the FAA determined that the noise compatibility program submitted by TEB would be initiating final review for approval or disapproval. On January 10, 2023, the FAA approved the TEB noise compatibility program. The noise compatibility program contained 33 recommended measures, including 16 noise abatement measures, four land use measures, and 13 program management measures. Of the measures proposed, 23 were approved, four were approved as voluntary, three were disapproved, and three were determined to have no FAA action as continuations of existing mandatory practices at TEB. Six of the 16 noise abatement procedures proposed at LGA are related to new or revised flight procedures.

**DATES:** The effective date of the FAA's approval of the LGA noise compatibility program is January 10, 2023.

**FOR FURTHER INFORMATION CONTACT:**

Andrew Brooks, Regional Environmental Program Manager, Airports Division, Federal Aviation Administration, 1 Aviation Plaza, Room 516, Jamaica, NY 11434. Phone Number: 718-553-2511.

**SUPPLEMENTARY INFORMATION:** This notice announces FAA's approval of the noise compatibility program (NCP) for TEB, effective on January 10, 2023. Per United States Code section 47504 (49 U.S.C. 47504) and Title 14, Code of Federal Regulations (CFR) part 150, an airport sponsor who previously submitted a noise exposure map (NEM) may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport sponsor for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the NEMs. As required by 49 U.S.C. 47504, such programs must be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and the FAA. The FAA does not substitute its judgment for that of the airport sponsor with respect to which measures should be recommended for action. The FAA approval or disapproval of an airports recommendations in their noise compatibility program are made in accordance with the requirements and standards pursuant to 49 U.S.C. 47504 and 14 CFR part 150, which is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the

provisions and procedures of 14 CFR 150.23;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations of FAA's approval of NCPs are delineated in 14 CFR 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the noise compatibility program nor a determination that all measures covered by the NCP are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests must be submitted to the FAA New York Airports District Office at 1 Aviation Plaza, Room 111, Jamaica, New York 11434.

TEB submitted the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study to the FAA and the FAA determined that the NEMs for TEB were in compliance with applicable requirements under 14 CFR 150, effective June 15, 2017 (Noise Exposure Map Notice for Teterboro Airport, Teterboro, New Jersey, volume 82, **Federal Register**, pages 28545–6, June 22, 2017). The FAA formally received the NCP based on the accepted NEMs for TEB on July 7, 2022. The airport operator requested that the FAA review the submitted material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved

as a NCP. The formal review period, limited by law to a maximum of 180 days, was initiated on July 15, 2022. Notice of the intent to review the NCP was published in the **Federal Register** on July 21, 2022 (Notice of Receipt and Request for Review of Noise Compatibility Program, volume 87, **Federal Register**, pages 43594–5, July 21, 2022). That **Federal Register** Notice also announced the start of a 60-day period of public review for the NCP documentation. The FAA received no comments from interested parties during the public review period.

The TEB proposed NCP is comprised of actions designed for phased implementation by airport management and adjacent jurisdictions within the next one to five years. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in 49 U.S.C. 47504. The FAA began its review of the program on July 15, 2022 and was required by a provision of 49 U.S.C. 47504 to approve or disapprove the program within 180 days, other than the use of new or modified flight procedures for noise control. Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program contained 33 proposed measures to minimize impacts of aviation noise on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the 49 U.S.C. 47504 and 14 CFR part 150 were satisfied. A Record of Approval for the overall program was issued by the FAA, effective January 10, 2023.

The specific program elements and their individual determinations are as follows:

*Noise Abatement (NA) Measure 1:* Implement a Runway 24 Departure Turn to 230 degrees at Night—Approved as Voluntary.  
*NA Measure 2:* Encourage Intersection Departures from Taxiway K on Runway 1 at Night—Approved as Voluntary.  
*NA Measure 3:* Design and Implement a Centralized Aircraft Run-up Pad—Approved.  
*NA Measure 4:* Implement an Offset Approach Procedure to Runway 19—Disapproved for Purposes of Part 150.  
*NA Measure 5:* Implement an Offset Approach Procedure to Runway 6—Disapproved for Purposes of Part 150.  
*NA Measure 6:* Implement a Published Approach Procedure to Runway 1 and Increase Usage at Night—Approved as Voluntary.  
*NA Measure 7:* Implement a Published Departure Procedure from Runway

19—Disapproved for Purposes of Part 150.

*NA Measure 8:* Existing Mandatory Permission to Operate Jet Aircraft—No Action.  
*NA Measure 9:* Existing Mandatory Noise Limits—No Action.  
*NA Measure 10:* Existing Mandatory Aircraft Maintenance Run-Up Restrictions—No Action.  
*NA Measure 11:* Existing Voluntary Restraint from Operations between 11:00 p.m. and 6:00 a.m.—Approved.  
*NA Measure 12:* Existing Voluntary Preferential Runway Use at Night—Approved.  
*NA Measure 13:* Existing Voluntary Encouragement of the Use of National Business Aviation Association (NBAA) Noise Abatement Departure Procedures (NADP)—Approved.  
*NA Measure 14:* Existing Voluntary Restraint from the Use of Reverse Thrust—Approved.  
*NA Measure 15:* Existing Voluntary IFR and VFR Approach and Landing Procedures to Runway 1 at Night—Approved.  
*NA Measure 16:* Existing Voluntary Helicopter Routes—Approved.  
*Land Use (LU) Measure 1:* Acquire Non-compatible Residential Parcels—Approved.  
*LU Measure 2:* Sound-Insulate Eligible Dwelling Units—Approved.  
*LU Measure 3:* Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures—Approved.  
*LU Measure 4:* Assist with Establishing an Airport Noise Overlay Zone—Approved.  
*Program Management (PM) Measure 1:* Maintain Noise Office—Approved.  
*PM Measure 2:* Maintain Noise and Operations Management System—Approved.  
*PM Measure 3:* Maintain Public Flight Tracking Portal—Approved.  
*PM Measure 4:* Maintain Noise Complaint Management System—Approved.  
*PM Measure 5:* Maintain Noise Office Website—Approved.  
*PM Measure 6:* Continue Community Outreach Activities—Approved.  
*PM Measure 7:* Establish a Community Planners Forum—Approved.  
*PM Measure 8:* Establish and Manage a Fly Quiet Program—Approved as Voluntary.  
*PM Measure 9:* Make Aircraft Noise Contours Available in a Geographic Information System (GIS)—Approved.  
*PM Measure 10:* Update the Noise Exposure Map—Approved.  
*PM Measure 11:* Update the Noise Compatibility Program—Approved.  
*PM Measure 12:* Update Airfield Noise Abatement Program Signage—Approved.

*PM Measure 13:* The Port Authority To Coordinate With the FAA on Development and Implementation of NextGen Procedures—Approved.

These determinations are set forth in detail in the Record of Approval signed by the FAA Airports Eastern Division Director on January 10, 2023. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above. The Record of Approval also will be available on the internet on the FAA's website at [http://www.faa.gov/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports/environmental/airport_noise/part_150/states/) and the Port Authority of New York and New Jersey's website at [http://panynjpart150.com/TEB\\_documents.asp](http://panynjpart150.com/TEB_documents.asp).

Issued in Jamaica, NY, on January 10, 2023.

**David A. Fish,**

*Director, Airports Division, Eastern Region.*

[FR Doc. 2023–00651 Filed 1–13–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. 2023–0088]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Airman Knowledge Test Registration Collection

**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 of a renewed collection. The collection involves the voluntary submission of information for registration of an Airman Knowledge Test as part of the FAA Airman Certification Process. The information collected is necessary to ensure compliance and proper registration of an individual for the necessary knowledge test for the certification or rating pursued by the individual.

**DATES:** Written comments should be submitted by March 20, 2023.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).