

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. 49 U.S.C. 47503 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 submitted noise exposure maps that the FAA determined complies with the requirements of 14 CFR part 150, may submit a noise compatibility program, 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, for FAA approval.

San Diego County Regional Airport Authority submitted to the FAA on May 6, 2022, noise exposure maps, descriptions and other documentation that were produced during the San Diego International Airport 14 CFR part 150 Update Final Report, dated May 2022. It was requested that the FAA review this material as the noise exposure maps, as described in 49 U.S.C. 47503, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under 49 U.S.C. 47503.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the San Diego County Regional Airport Authority. The specific documentation determined to constitute the noise exposure maps includes: "Figure NEM-1 Existing 2018 Noise Exposure Map (NEM);" "Figure NEM-2 Future Noise Exposure Map (NEM) 2026." The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configuration, land uses such as residential, open space, commercial/office, community facilities, libraries, churches, infrastructure, and those areas within the Community Noise Equivalent Level (CNEL) 65, 70, and 75 decibel (dB) noise contours. Estimates for the number of people within these contours for the year 2018 are shown on Figure NEM-1 Existing 2018 Noise Exposure Map. Figures 3.9 and 3.10 show the location of noise monitoring sites. Flight tracks for the existing and the forecast Noise Exposure Maps are found in Figures 4.1, 4.2, and 4.3. The type and frequency of aircraft operations

(including nighttime operations) are found in Tables 4.3 and 4.4. The FAA determined that these noise exposure maps for San Diego International Airport are in compliance with applicable statutory and regulatory requirements. This determination is effective on September 1, 2022. 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 14 CFR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute 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 49 U.S.C. 47503, 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 49 U.S.C. 47503. 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 14 CFR part 150 or through the 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 49 U.S.C. 47503. The FAA has relied on the certification by the airport operator, 14 CFR 150.21, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for San Diego International Airport, also effective on September 1, 2022. Preliminary review of the submitted material indicates that it conforms to the requirements for 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 February 28, 2023.

The FAA's detailed evaluation will be conducted under the provisions of 14

CFR 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 noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, Los Angeles Airports District Office, 777 South Aviation Boulevard, Suite 150, El Segundo, California 90045.

Sjohnna Knack, Program Manager, Airport Planning & Environmental Affairs, San Diego County Regional Airport Authority, 3270 Admiral Boland Way, San Diego, California 92101

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

Issued in El Segundo, California on September 1, 2022.

Mark A. McClardy,
Director, Airports Division, AWP-600,
Western-Pacific Region.

[FR Doc. 2022-19364 Filed 9-7-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program for Laredo International Airport, Webb County, Texas

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of acceptance of a noise exposure map.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by Laredo International Airport is in compliance with applicable statutory and regulatory requirements.

DATES: The effective date of the FAA's determination on the noise exposure map is August 25, 2022.

FOR FURTHER INFORMATION CONTACT: Dean McMath, 10101 Hillwood

Parkway, Fort Worth, Texas 76177, 817–222–5617.

SUPPLEMENTARY INFORMATION: The FAA determined the noise exposure map submitted by Laredo International Airport, is in compliance with applicable statutory and regulatory requirements, effective August 25, 2022. Under Title 49 United States Code (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 depicting non-compatible uses as of the date such map is submitted, a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with Title 14 Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to section 47502 of the Act, and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth 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 completed its review of the noise exposure map and supporting documentation submitted by Laredo International Airport and determined the noise exposure map and accompanying documentation are in compliance with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: Figure 1–2 Airport Operating Area; Table 5–2 2019 Aircraft Operations and Fleet Mix; Table 5–4 2026 Aircraft Operations and Fleet Mix; Figure 5–1 Existing Flight Tracks—North Flow; Figure 5–2 Existing Flight Tracks—South Flow; Table 5–5 2019 and 2026 Modeled Runway Use; Figure 6–1 2019 DNL Contours; Figure 6–2 2026 DNL Contours.

This determination is effective on August 25, 2022. FAA’s determination on an airport’s noise exposure map is

limited to a finding that the noise exposure map developed in accordance with the Act and procedures contained in 14 CFR part 150, Appendix A. FAA’s acceptance of an NEM 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 within noise exposure contours depicted on a noise exposure map, 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 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. 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 a noise exposure map or with those public and planning agencies with which consultation is required under section 47503 of the Act. The FAA relied on the certification by the airport operator, under of 14 CFR 150.21 that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA’s evaluation of the noise exposure maps are available for examination at the following locations:

Federal Aviation Administration
ASW–600, 10101 Hillwood Parkway,
Fort Worth, Texas 76177 and Laredo
International Airport, 5210 Bob Bullock
Loop, Laredo, Texas 78041. Questions
may be directed to the individual listed
in the **FOR FURTHER INFORMATION
CONTACT** section of this notice.

Issued in Fort Worth, Texas on September 2, 2022.

Ignacio Flores,

Director, Airports Division.

[FR Doc. 2022–19388 Filed 9–7–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2022–0136]

Agency Information Collection Activities; Renewal of an Approved Information Collection: Transportation of Hazardous Materials; Highway Routing

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. FMCSA requests approval to renew an ICR titled, “Transportation of Hazardous Materials, Highway Routing.” The information reported by States and Indian tribes is necessary to identify designated/restricted routes and restrictions or limitations affecting how motor carriers may transport certain hazardous materials on highways, including dates that such routes were established and information on subsequent changes or new hazardous materials routing designations.

DATES: Comments on this notice must be received on or before November 7, 2022.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Docket Number FMCSA–2022–0136 using any of the following methods:

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

- *Fax:* 1–202–493–2251.

- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.