

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 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 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]

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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,"¹ 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

¹ 69 FR 6366 (Feb. 10, 2004).

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 Susquehanna Regional Airport Authority. The documentation that constitutes the "Noise Exposure Maps" (NEM) as defined in Section 150.7 of Part 150 includes: 2015 Base Year NEM Figure (3–1) and 2020 Future Year NEM Figure (4–1). 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 2015 Base Year are shown in Table 3–1 and Table 4–1; and in Chapters 3 and 4 of the NEM. Estimates of the future residential population within the 2020 Future Year noise contours are shown in Table 4–1 and in Chapter 4 of the NEM. Appendix E, Figure E–1, displays the location of noise monitoring sites. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Chapter 2 and Appendix F. The type and frequency of aircraft operations (including nighttime operations) are found in Appendix F, Tables F–1 through and F–3. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on May 3, 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,
Harrisburg Airports District Office,
3905 Hartzdale Drive, Suite 508,
Camp Hill, PA 17011.

Susquehanna Area Regional Airport
Authority, One Terminal Drive, Suite
300, Middletown, PA 17057.

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.

Issued in Camp Hill, PA on May 3, 2016.

Lori K. Pagnanelli,

Manager, Harrisburg Airports District Office,
Eastern Region.

[FR Doc. 2016–10979 Filed 5–9–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2015–0123; Notice 2]

Volkswagen Group of America, Grant of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petition.

SUMMARY: Volkswagen Group of America (Volkswagen) has determined that certain model year (MY) 2015–2016 Volkswagen passenger cars do not fully comply with paragraph S4.3(c) and S4.3(d) of Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire Selection and Rims and Motor Home/ Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less*. Volkswagen filed a report dated November 25, 2015, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Volkswagen then petitioned NHTSA under 49 CFR part 556 requesting a decision that the subject noncompliance is inconsequential to motor vehicle safety.

ADDRESSES: For further information on this decision contact Kerrin Bressant, Office of Vehicles Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–1110, facsimile (202) 366–3081.

SUPPLEMENTARY INFORMATION:

I. Overview

Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR part 556, Volkswagen submitted a petition for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety. Notice of receipt of the petition was published, with a 30-day public comment period, on March 1, 2016 in the **Federal Register** (81 FR 10715). Two comments were received.