

commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Orlando, FL.

The MAA submitted to the FAA on September 9, 2016, the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning Study conducted from October 2012 through September 9, 2016. The MLB Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on December 1, 2016. Notice of this determination was published in the **Federal Register** on December 12, 2016.

The MLB Study contains a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the years 2016 to 2021. It was requested that FAA evaluate and approve this material as a Noise Compatibility Program as described in Section 47504 of the Act. The FAA began its review of the Program on December 1, 2016, and was required by a provisions of the Act 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 to be an approval of such program.

The submitted program contained seven (7) proposed actions for noise mitigation on the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and 14 CFR part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective April 25, 2017.

Outright approval was granted for the five (5) specific program elements that require FAA Action. No FAA Action is required for the remaining two (2) program elements which may be implemented by the MAA outside of the Part 150 Process. The FAA Approved elements consist of: Element AM-1, Noise Compatibility Program Management: This element recommends the MAA Airport Manager manage the implementation of the Noise Compatibility Program (NCP Section 12.1.1); Element AM-2, Community Involvement: This element recommends that the MAA continues accepting noise complaints via phone and email and that the MAA creates a Web page on noise abatement that can be accessed

from the main Airport Web page (NCP Section 12.1.2); Element AM-3, Airport Noise Abatement Signage: This element recommends that the MAA purchases and installs noise abatement reminder signs at the ends of each runway to raise pilot awareness of noise sensitive land uses in proximity to the airport (NCP Section 12.1.3); Element AM-4, Develop a Jeppesen-style Insert on Noise Abatement Programs at MLB: This element recommends that the MAA voluntarily work with MLB ATCT, flight schools, and the FAA to publish Jeppesen-style pilot handouts notifying pilots of the noise abatement measures in place at MLB for better pilot awareness and compliance with the NCP's recommended noise abatement measures (NCP Section 12.1.4); Element AM-5, Noise Program Update: This element recommends that MAA staff should continue to routinely examine operating characteristics of MAA to determine if significant changes have occurred that would require an update to the most recent FAA approved Noise Exposure Maps (NCP Section 12.1.5).

These determinations are set forth in detail in a Record of Approval (ROA) signed by the FAA on April 25, 2017. The ROA, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of the Melbourne Airport Authority. The ROA will also be available on-line at: [http://www.faa.gov/airports\\_airtraffic/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/part_150/states/).

Issued in Orlando, FL, on May 8, 2017.

**Rebecca R. Henry,**

*Acting Manager, Orlando Airports District Office.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for LaGuardia Airport, New York City, New York

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Port Authority of New York and New Jersey for LaGuardia Airport under the Aviation Safety and Noise Abatement Act are in compliance with applicable requirements.

**DATES:** The effective date of the FAA's determination on the noise exposure maps is May 5, 2017.

**FOR FURTHER INFORMATION CONTACT:** Eastern Region Airports Division (AEA-600), Andrew Brooks, Environmental Program Manager, Federal Aviation Administration, AEA-600, 1 Aviation Plaza, Jamaica, New York 11434, Telephone: (718) 553-3330.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for LaGuardia 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 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 Port Authority of New York and New Jersey. The documentation that constitutes the "Noise Exposure Maps" (NEM) as defined in Section 150.7 of part 150 includes a 2016 Base Year NEM, Figure 5-1, and a 2021 Future Year NEM, Figure 5-2, located in Chapter 5 of the NEM Report. Details of the NEM contours are provided by Runway end in Figures 5-3 through 5-6 of Chapter 5. The figures contained within Chapter 5 are scaled to fit within the report context; however, the official, to scale, 2016 Base Year NEM and 2021 Future Year NEM are both located in Appendix M of the official NEM Report submittal. The Noise Exposure Maps contain current and forecast information

including the depiction of the airport and its boundaries, the runway configurations, land uses such as single and two-family residential; multi-family residential; mixed residential and commercial; commercial and office; industrial and manufacturing; transportation, parking and utilities; unclassified; vacant land; open space, cemeteries, and outdoor recreation; places of worship; schools; historic structures; and day care/assisted living facilities 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 2016 Base Year and 2021 Future Year are shown in Table 5–1 and Table 5–4 in Chapter 5 of the NEM Report respectively. Estimates of the residential population within the 2016 Base Year and 2021 Future Year noise contours are also shown in Table 5–1 and Table 5–4 in Chapter 5 of the NEM Report respectively. Figure 4–12, in Chapter 4, displays the location of noise monitoring sites. Flight tracks are found in Figures 4–2 through 4–5 of Chapter 4 and detailed in Appendices E and M. The type and frequency of aircraft operations (including nighttime operations) are found in Chapter 4, Tables 4–1 and 4–2.

As discussed in Chapter 6 of the NEM Report, the Port Authority of New York and New Jersey provided the general public the opportunity to review and comment on the NEMs. This public comment period opened on September 22, 2016 and closed on October 24, 2016. A public workshop for the Draft NEMs was held on September 29, 2016. All comments received during the public comment period and throughout the development of the NEMs, as well as responses to these comments, are contained in Appendix L of the NEM Report.

Following the closure of the public review period, on March 1, 2017, Delta Air Lines announced that the airline would cease McDonnell Douglas 88 aircraft operations at LGA, effective March 2, 2017, using Airbus 320, Boeing 737, and McDonnell Douglas 90 aircraft instead. The Port Authority of New York and New Jersey reviewed the potential effect of this change to the Future Year 2021 fleet mix on the Future Year 2021 NEM, as detailed in the Cover Letter of the NEM submittal package. The Port Authority of New York and New Jersey determined that the change in fleet mix will not result in substantial, new noncompatible use nor would it significantly reduce noise over existing noncompatible uses contained within the 2021 DNL 65 contour area. However, due to anticipated changes to the limits

of the Future Year 2021 DNL 65 contour, the Port Authority of New York and New Jersey has committed to reflect any changes to the Future Year 2021 NEM associated with the change to Delta's fleet mix in the forthcoming Noise Compatibility Plan submittal as well as inform the public regarding this change via the project Web site at [http://panynjpart150.com/LGA\\_homepage.asp](http://panynjpart150.com/LGA_homepage.asp). The FAA concurs with this approach.

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on May 5, 2017.

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, New  
York Airports District Office, 1  
Aviation Plaza, Jamaica, New York  
11434

The Port Authority of New York and  
New Jersey, Aviation Department, 4  
World Trade Center, 150 Greenwich  
Street, 18th Floor, New York, New  
York 10007

Issued in Jamaica, NY, on May 9, 2017.

**Steven M. Urlass,**

*Director, Airports Division, Eastern Region.*

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Program Management Committee Meeting

**AGENCY:** Federal Aviation  
Administration (FAA), U.S. Department  
of Transportation (DOT).

**ACTION:** RTCA PMC RTCA Program  
Management Committee Meeting.

**SUMMARY:** The FAA is issuing this notice  
to advise the public of a meeting of  
RTCA Program Management Committee  
Meeting.

**DATES:** The meeting will be held May  
31, 2017 8:30 a.m.–12:30 p.m.

**ADDRESSES:** The meeting will be held at:  
RTCA Headquarters, 1150 18th Street  
NW., Suite 910, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:**  
Karan Hofmann at [khofmann@rtca.org](mailto:khofmann@rtca.org)  
or 202–330–0680, or The RTCA  
Secretariat, 1150 18th Street NW., Suite  
910, Washington, DC 20036, or by  
telephone at (202) 833–9339, fax at (202)  
833–9434, or Web site at <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant  
to section 10(a)(2) of the Federal  
Advisory Committee Act (Pub. L. 92–  
463, 5 U.S.C., App.), notice is hereby  
given for a meeting of the RTCA  
Program Management Committee  
Meeting. The agenda will include the  
following:

**Wednesday, May 31, 2017 8:30 a.m.–  
12:30 p.m.**

1. Welcome and Introductions
2. Review/Approve
  - A. Meeting Summary December 15,  
2016
  - B. Administrative Special Committee  
TOR Revisions
3. Publication Consideration/Approval