

- *Form Number:* DS-0071.
- *Respondents:* Individuals.
- *Estimated Number of Respondents:* 50,600.
- *Estimated Number of Responses:* 50,600.
- *Average Time per Response:* 5 minutes.
- *Total Estimated Burden Time:* 4,217 hours.
- *Frequency:* On occasion.
- *Obligation to Respond:* Required to Obtain a Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology. Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

The Affidavit of Identifying Witness is submitted in conjunction with an application for a U.S. passport. It is used by Passport Services to collect information for the purpose of establishing the identity of the applicant. This affidavit is completed by the identifying witness when the applicant is unable to establish his or her identity to the satisfaction of a person authorized to accept passport applications.

Methodology

The Affidavit of Identifying Witness is submitted in conjunction with an application for a U.S. passport. Due to legislative mandates, Form DS-0071 is only available at acceptance facilities, passport agencies, and U.S. embassies and consulates. This form must be completed and signed in the presence of

an authorized Passport Agent, Acceptance Agent, or Consular Officer.

Rachel M. Arndt,

Deputy Assistant Secretary for Passport Services, Bureau of Consular Affairs, Department of State.

[FR Doc. 2019-05726 Filed 3-25-19; 8:45 am]

BILLING CODE 4710-06-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

FAA Approval of Noise Compatibility Program; Westover Metropolitan Airport, Chicopee, Massachusetts

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the Westover Municipal Development Corporation under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979. On March 7, 2019 the New England Region Airports Division Manager approved the Noise Compatibility Program under Part 150. On November 7, 2018, the FAA had determined the noise exposure maps submitted by the Westover Municipal Development Corporation were in compliance with applicable requirements of Part 150.

DATES: The effective date of the FAA's approval of the Westover Metropolitan Airport noise compatibility program is March 7, 2019.

FOR FURTHER INFORMATION CONTACT:

Richard Doucette, Federal Aviation Administration, New England Region, Airports Division, ANE-600, 1200 District Avenue, Burlington MA 01803, telephone (781) 238-7613.

SUPPLEMENTARY INFORMATION:

Authority: 49 U.S.C. 47501-47510; 14 CFR part 150

This notice announces that the FAA has given its overall approval to the Westover Metropolitan Airport noise compatibility program, effective March 7, 2019.

Under Section 104 (a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter the Act), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the

area covered by the noise exposure maps.

The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR), Part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

(a) The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

(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 as prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 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 a 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 program nor a determination that all measures covered by the program are

eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The Westover Municipal Development Corporation previously submitted to the FAA noise exposure maps and associated documentation produced during the noise compatibility planning study. The Westover Metropolitan Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on November 7, 2018. Notice of this determination was published in the **Federal Register** December 6, 2018.

The Westover Metropolitan Airport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport. The Westover Municipal Development Corporation requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104 (b) of the Act. The FAA began its review of the program on November 2, 2018, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained a few changes to noise mitigation measures in the Noise Compatibility Program. Two measures (relating to subdivision regulations and a pilot awareness program) were not recommended for approval and the FAA concurred. One measure (relating to monitoring of nighttime operations) had been only partly approved previously, is now approved. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The New England Region Airports Division Manager therefore approved the overall program on March 7, 2019. 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 and at the administrative offices of Westover Metropolitan Airport.

Issued in Burlington, Massachusetts on March 7, 2019.

Gail Lattrell,

Acting Manager, Airports Division, FAA New England Region.

[FR Doc. 2019-05755 Filed 3-25-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement for the Tacoma Dome Link Extension, King and Pierce Counties, Washington

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FTA and the Central Puget Sound Regional Transit Authority (Sound Transit) intend to prepare an EIS to evaluate the benefits and impacts of the proposed Tacoma Dome Link Extension (TDLE), a light rail transit extension project. The project would improve public transit service between the Federal Way Transit Center in Federal Way, King County and the Tacoma Dome Station in Tacoma, Pierce County. It would respond to a growing number of transportation and community needs identified in the agency's regional transit system plan, Sound Transit 3 (ST3). The project would also cross the lands of the Puyallup Tribe of the Puyallup Reservation (Puyallup Tribe of Indians).

FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA), FTA environmental regulations, Fixing America's Surface Transportation Act (FAST Act), and Washington's State Environmental Policy Act (SEPA). This Notice initiates formal scoping for the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process, provides information about the purpose and need for the proposed transit project, includes general information on the range of alternatives being considered for evaluation in the EIS, and identifies potential environmental effects to be considered. It also invites comments from interested members of the public, tribes, and agencies on the scope of the EIS and announces upcoming public scoping meetings. Alternatives being considered for evaluation include a No-Build and various build alternatives to develop light rail in the TDLE corridor. The alternatives were developed through a

local planning process including a Regional Transit Long-Range Plan, a regional system plan of transit investments (ST3), and a SEPA early scoping and alternatives development process specific to the TDLE corridor. The results of SEPA early scoping and alternatives planning, as well as other background information, are summarized in the Tacoma Dome Link Extension Scoping Information Report, which is available at Sound Transit's office located at 401 S Jackson Street, Seattle, WA 98104-2826, on the project website: www.soundtransit.org/tdlink, or by contacting the project line at (206) 903-7118.

DATES: The public scoping period will begin on the date of publication of this Notice and will continue through May 1, 2019 or 30 days from the date of publication, whichever is later. Please send written comments on the scope of the EIS, including the draft purpose and need statement, the alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and any other project-related issues, to the Sound Transit address listed in **ADDRESSES** below.

Public scoping meetings will be held at the times and locations indicated in **ADDRESSES** below. Sound Transit and FTA will accept written comments at those meetings, along with comments via mail and online, during the duration of the comment period. There is also an opportunity to give verbal comments that will be recorded by a court recorder at the meetings. FTA and Sound Transit have also scheduled a meeting to receive comments from agencies and tribes who have an interest in the proposed project on April 16, 2019. Invitations to the agency and tribal scoping meeting will be sent to appropriate federal, tribal, state, and local governmental units.

ADDRESSES: Written comments on the scope of the EIS must be postmarked by May 1, 2019 or 30 days from the publication of this Notice, whichever is later. Please send comments to: TDLE Project, c/o Elma Borbe, Senior Environmental Planner, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826, or by email to TDLEscoping@soundtransit.org. Comments will also be accepted at the public scoping meetings that will be held at:

1. April 16, 2019, 6:00 p.m.–8:00 p.m., Fife Community Center, 2111 54th Avenue E, Fife, WA.

2. April 17, 2019, 6:00 p.m.–8:00 p.m., Tacoma Convention Center, 1500 Commerce Street, Tacoma, WA.