

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent To Release Certain Properties From All Terms, Conditions, Reservations and Restrictions of a Quitclaim Deed Agreement Between the City of Orlando and the Federal Aviation Administration for the Orlando International Airport, Orlando, FL**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Request for public comment.

**SUMMARY:** The FAA hereby provides notice of intent to release approximately 44.30 acres at the Orlando International Airport, Orlando, FL from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the City of Orlando, dated September 27, 1976. The release of property will allow the City of Orlando to dispose of the property for other than aeronautical purposes. The property is located along the south side of SR 528 (Beachline), curves south at Semoran Blvd./Jeff Fuqua Blvd., and continues to an area located to the north of Boggy Creek Road within the Orlando International Airport. The parcels are currently designated as non-aeronautical use. The property will be released of its federal obligations to grant an easement for multimodal transportation corridor purposes. The fair market value of this parcel has been determined to be \$12,549,000. Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Greater Orlando Aviation Authority at Orlando International Airport and the FAA Airports District Office.

**DATES:** Comments are due on or before September 14, 2015.

**ADDRESSES:** Documents are available for review at the Greater Orlando Aviation Authority at Orlando International Airport, and the FAA Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822. Written comments on the Sponsor's request must be delivered or mailed to: Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024.

**FOR FURTHER INFORMATION CONTACT:** Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024.

**SUPPLEMENTARY INFORMATION:** Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st

Century (AIR-21) requires the FAA to provide an opportunity for public notice and comment prior to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Issued in Orlando, Florida on August 7, 2015.

**Bart Vernace,**

*Manager, Orlando Airports District Office, Southern Region.*

[FR Doc. 2015-19955 Filed 8-12-15; 8:45 a.m.]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Noise Exposure Map Notice, Fort Lauderdale Executive Airport, Fort Lauderdale, FL**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the City of Fort Lauderdale for the Fort Lauderdale Executive 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 August 7, 2015.

**FOR FURTHER INFORMATION CONTACT:** Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL, 32822, (407) 813-6331.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for Fort Lauderdale Executive Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective August 7, 2015. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (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, 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 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport 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 City of Fort Lauderdale. The documentation that constitutes the "Noise Exposure Maps" as defined in 14 CFR § 150.7 includes: Section 4; Section 5; Figure 3.1— Permanent Noise Monitor Locations; Figure 4.1— 2015 Existing Conditions Noise Exposure Map; Figure 4.2— 2020 Five—Year Forecast Conditions Noise Exposure Map; Figure 4.3— Comparison of DNL Contours for 2015 Existing Conditions and 2002 Existing Conditions from the 2002 Part 150 Study; Figure 4.4— Airport Layout for Fort Lauderdale Executive Airport; Figure 4.5— Comparison of Jet Arrival Model Tracks to Radar Sample; Figure 4.6— Comparison of Jet Departure Model Tracks to Radar Sample; Figure 4.7— Comparison of Propeller Arrival Model Tracks to Radar Sample; Figure 4.8— Comparison of Propeller Departure Model Tracks to Radar Sample; Figure 4.9— Comparison of Pattern Model Tracks to Radar Sample; Figure 4.10— Comparison of Helicopter Model Tracks to Radar Sample; Table 1.1— Part 150 Noise Exposure Map Checklist; Table 2.1— Part 150 Noise/Land Use Compatibility Guidelines; Table 4.1— 2015 and 2020 NEM Operation by Aircraft Category; Table 4.2— 2015 Existing Conditions Average Annual Day Operations; Table 4.3— Forecast 2020 Average Annual Day Operations; Table 4.4— Estimated Existing and Future Run—up Operations; Table 4.5— Runway Dimensions; Table 4.6— Runway Use; Table 4.7— Arrival Track Utilization; Table 4.8— Departure Track Utilization; Table 4.9— Pattern Track Utilization; Table 4.10— Arrival Helicopter Track Utilization, and Table 4.11— Departure Helicopter Track Utilization. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 7, 2015.

FAA's determination on the 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 airport operator'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 exposure 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'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 14 CFR § 150.21, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination by appointment at the following locations:

Federal Aviation Administration,  
Orlando Airports District Office, 5950  
Hazelton National Drive, Suite 400,  
Orlando, FL, 32822.

To arrange an appointment to review the documents and any questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, FL on August 7, 2015.

**Bart Vernace,**

Manager, Orlando Airports District Office.

[FR Doc. 2015-19954 Filed 8-12-2015; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Commercial Air Tour Operator Reports

**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 to renew an information collection. The commercial air tour operational data provided to the FAA and NPS will be used by the agencies as background information useful in the development of air tour management plans and voluntary agreements for purposes of meeting the mandate of the National Parks Air Tour Management Act (NPATMA) of 2000.

**DATES:** Written comments should be submitted by October 13, 2015.

**ADDRESSES:** Send comments to the FAA at the following address: Ronda Thompson, Room 300, Federal Aviation Administration, ASP-110, 950 L'Enfant Plaza SW., Washington, DC 20024.

**PUBLIC COMMENTS INVITED:** You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**FOR FURTHER INFORMATION CONTACT:** Ronda Thompson at (202) 267-1416, or by email at: [Ronda.Thompson@faa.gov](mailto:Ronda.Thompson@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0750.

*Title:* Commercial Air Tour Operator Reports.

*Form Numbers:* There are no FAA forms associated with this collection of information.

*Type of Review:* Renewal of an information collection.

*Background:* The FAA Modernization and Reform Act of 2012 included amendments to the National Parks Air Tour Management Act (NPATMA) of

2000. One of these amendments requires commercial air tour operators conducting tours over national park units to report on the number of operations they conduct and any such other information prescribed by the FAA Administrator and the Director of the National Park Service (NPS).

*Respondents:* Approximately 75 air tour operators.

*Frequency:* Information is collected quarterly, or annually for park units with fewer than 50 tours per year.

*Estimated Average Burden per Response:* 11.66 hours.

*Estimated Total Annual Burden:* 3,200 hours.

Issued in Washington, DC, on August 4, 2015.

**Ronda Thompson,**

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.

[FR Doc. 2015-19813 Filed 8-12-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2015-0139]

#### Pipeline Safety: PHMSA Pipeline Risk Modeling Methodologies Public Workshop

**AGENCY:** Pipeline and Hazardous Materials Safety Administration, DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice is to announce a public workshop to discuss the advancement of risk modeling methodologies of gas transmission and hazardous liquid pipelines, and the risk modeling methodologies used for non-pipeline systems. This workshop will bring industry, Federal and state regulators, interested members of the public, and other stakeholders together to share knowledge and experience on risk modeling within the pipeline industry and other fields, ways to advance pipeline risk models, and practical ways that operators can adopt and/or adapt them to the analyses of their systems.

**DATES:** The public workshop will be held on Wednesday, September 9, 2015, from 8:00 a.m. to 5:00 p.m., EST, and Thursday, September 10, 2015, from 8:00 a.m. to 12:00 p.m. EST. (Changes to start or finish times will be updated on the PHMSA meeting page Web site, along with the meeting agenda <https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=104>.)