

use and to authorize this parcel to be used for revenue-producing, non-aeronautical purposes.

DATES: Comments must be received on or before September 29, 2016.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Mayor Mark Gooden, City of Marshall Office Building, 214 N. Lafayette Ave., Marshall, MO 65340, (660) 886-2226.

FOR FURTHER INFORMATION CONTACT: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust, Room 364, Kansas City, MO 64106, Telephone number (816) 329-2644, Fax number (816) 329-2611, email address: lynn.martin@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to change approximately 15.42± acres of airport property at the Marshall Memorial Municipal Airport (MHL) from aeronautical use to non-aeronautical use for revenue producing. The parcel of land is located along the North line of Fairground Road. This parcel will be used for a solar farm. The land will be leased to MC Power for the solar farm.

No airport landside or airside facilities are presently located on this parcel, nor are airport developments contemplated in the future. Farming is the current use of the surface of the parcel. The parcel will serve as a revenue producing lot with the proposed change from aeronautical to non-aeronautical. The request submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the change to non-aeronautical status of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this Notice.

The following is a brief overview of the request:

The Marshall Memorial Municipal Airport (MHL) is proposing the release of one parcel, of 15.42 acres, more or less from aeronautical to non-aeronautical. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally

acquired airport property to be used for non-aviation purposes. The rental of the subject property will result in the land at the Marshall Memorial Municipal Airport (MHL) being changed from aeronautical to nonaeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market rental value for the property. The annual income from rent payments will generate a long-term, revenue-producing stream that will further the Sponsor's obligation under FAA Grant Assurance number 24, to make the Marshall Memorial Municipal Airport as financially self-sufficient as possible.

Following is a legal description of the subject airport property at the Marshall Memorial Municipal Airport (MHL):

A tract of land located in the Southwest Quarter of Section 22 T50N R21W, in Marshall, Saline County, Missouri, and further described as follows:

Commencing at the Southwest Corner of said section 22, thence along the South line of said section, S. 89°09'20" E. 383.83 feet; Thence N. 00°50'40" E. 20.00 feet, to a point on the East Right of Way of U.S. Highway 65, and the point of beginning.

From the point of beginning, thence continuing along said Right of Way, on a curve to the right, having a radius of 2,774.79 feet, a distance of 732.57 feet, the chord being N. 17°16'20" W. 730.45 feet; thence S. 83°49'30" E. 1,163.93 feet; thence S. 01°54'00" W. 586.19 feet; to the North line of Fairground Road; thence along said North line N. 89°09'20" 920.98 feet, to the point of beginning, containing 15.42 acres.

Any person may inspect, by appointment, the request in person at the FAA office listed above **FOR FURTHER INFORMATION CONTACT.** In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Marshall Memorial Municipal Airport.

Issued in Kansas City, MO, on August 23, 2016.

Jim A. Johnson,

Manager, Airports Division.

[FR Doc. 2016-20793 Filed 8-29-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice for Baltimore/Washington International Thurgood Marshall Airport, Anne Arundel County, Maryland

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Maryland Aviation Administration for Baltimore/Washington International Thurgood Marshall 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 31, 2016.

FOR FURTHER INFORMATION CONTACT: Washington Airports District Office (WAS ADO), Marcus Brundage, Environmental Protection Specialist, Federal Aviation Administration, WAS ADO, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166, Telephone: (703) 661-1354.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for the Baltimore/Washington International Thurgood Marshall Airport are in compliance with applicable requirements of 14 CFR part 150, effective January 13, 2004. Under 49 U.S.C. 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 Maryland Aviation Administration. The documentation that constitutes the "Noise Exposure Maps" (NEM) as defined in Section 150.7 of part 150 includes: 2014 Base Year NEM Figure (20) and 2019 Future Year NEM Figure (21). 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 2014 Base Year are shown in Table 3–1 and Table 15; and in Chapter 5 of the NEM. Estimates of the future residential population within the 2019 Future Year noise contours are shown in Table 15 and in Chapter 5 of the NEM. Figure 24 displays the location of noise monitoring sites. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Chapter 4 and Appendix F. The type and frequency of aircraft operations (including nighttime operations) are found in Appendix C. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 17, 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,
Washington Airports District Office,
23723 Air Freight Lane, Suite 210,
Dulles, VA 20166.

Maryland Aviation Administration, 991
Corporate Boulevard, Linthicum, MD
21090.

FOR FURTHER INFORMATION CONTACT:

Washington Airports District Office
(WAS ADO), Marcus Brundage,
Environmental Protection Specialist,
Federal Aviation Administration, WAS
ADO, 23723 Air Freight Lane, Suite 210,
Dulles, VA 17011, Telephone: (703)
661–1354.

Issued in Dulles, VA, on August 17, 2016.

Matthew J. Thys,

*Manager, Washington Airports District Office,
Eastern Region.*

[FR Doc. 2016–20795 Filed 8–29–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No: FHWA–2016–0018]

Assumption of Authorities

AGENCY: Federal Highway
Administration (FHWA); Department of
Transportation (DOT).

ACTION: Notice; request for comments.

SUMMARY: The Fixing America's Surface
Transportation (FAST) Act builds on the
authorities and requirements in the

Safe, Accountable, Flexible, Efficient
Transportation Equity Act: A Legacy for
Users (SAFETEA–LU) and the Moving
Ahead for Progress in the 21st Century
Act (MAP–21). The FAST Act also
builds on efforts under FHWA's Every
Day Counts to accelerate delivery of
surface transportation projects by
institutionalizing best practices and
expediting complex infrastructure
projects.

The Secretary, in cooperation with the
States, must submit recommendations to
the Committee on Transportation and
Infrastructure of the House of
Representatives and the Committee on
Environment and Public Works of the
Senate recommendations on legislation
to permit the assumption of additional
authorities by States. The FAST Act
specifically asks for recommendations
in the areas of real estate acquisition
and project design.

In order to implement section 1316 of
the FAST Act, FHWA is soliciting
feedback from States and other
stakeholders on additional authorities to
assume under title 23, including real
estate acquisition and project design.
The FHWA will collect suggestions
during a 60-day period. At the end of
that period, FHWA will assess
suggestions prior to providing a Report
to Congress.

DATES: Comments must be received by
October 31, 2016.

ADDRESSES: To ensure that you do not
duplicate your docket submissions,
please submit them by only one of the
following means:

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

- *Electronic Mail:* [Section1316FRN@
Sharepointmail.dot.gov](mailto:Section1316FRN@Sharepointmail.dot.gov).

- *Mail:* U.S. Department of
Transportation, Dockets Management
Facility, Room W12–140, 1200 New
Jersey Ave. SE., Washington, DC 20590–
0001.

- *Hand Delivery:* West Building
Ground Floor, Room W12–140, 1200
New Jersey Ave. SE., between 9 a.m.
5p.m., Monday through Friday, except
Federal holidays. The telephone number
is (202) 366–9329.

All comments must include the
docket number DOT–FHWA–2016–0018
at the beginning of the submission.

FOR FURTHER INFORMATION CONTACT: Mr.
Michael Howell, Office of Information
Technology Services, (202) 366–5707,
michael.howell@dot.gov, Federal
Highway Administration, 1200 New
Jersey Avenue SE., Washington, DC
20590, Ms. Janet Myers, Office of Chief
Counsel, 202–366–2019,