

promulgated pursuant to section 47502 of the Act, and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth 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 completed its review of the noise exposure map and supporting documentation submitted by the City of San Antonio Aviation Department and determined the noise exposure map and accompanying documentation are in compliance with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: Table 4–1 Annual Aircraft Operations by Aircraft Category; Figure 2–3 Airport Diagram; Table 4–5 Aircraft Arrival; Table 4–6 Departure Runway Use; Figure 4–6 Modeled Fixed-Wing Flight Tracks—Runways 31L and 31R; Figure 4–7 Modeled Fixed-Wing Flight Tracks—Runways 13L and 13R; Figure 4–8 Modeled Fixed-Wing Flight Tracks—Runway 4; Figure 4–9 Modeled Fixed-Wing Flight Tracks—Runway 22; Figure 4–3 Nighttime Runway Utilization—2021 Existing Conditions; and Figure 4–5 Nighttime Runway Utilization—2026 Future Conditions. This determination is effective on June 1, 2021.

FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the Act and procedures contained in 14 CFR part 150, Appendix A. FAA's acceptance of an NEM 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 within noise exposure contours depicted on a noise exposure map, 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 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. 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 a noise exposure map or with those public and planning agencies with which consultation is required under section 47503 of the Act. The FAA relied on the certification by the airport operator, under of 14 CFR 150.21 that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps.

Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations: Federal Aviation Administration, Airports Division, 10101 Hillwood Parkway, Fort Worth, Texas 76177, and San Antonio International Airport, 9800 Airport Boulevard, San Antonio, Texas 78216. Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Fort Worth, Texas, on June 1, 2021.

**D. Cameron Bryan,**

*Deputy Director, Airports Division.*

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2021–0519]

#### Agency Information Collection

**Activities: Requests for Comments; Clearance of New Approval of Information Collection: Information Required To Implement Emergency Grants-In-Aid for Airports Under the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 and the American Rescue Plan Act, 2021**

**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 regarding

FAA's intention to request Office of Management and Budget (OMB) approval for a new information collection. The information will be collected from airport sponsors who request payment under a concessions relief grant. FAA's Office of Airports will use the information to determine whether airport sponsors and airport concessions benefitting from rent relief meet the eligibility and other requirements under CRRSA and ARPA prior to processing a payment of Federal funds.

**DATES:** Written comments should be submitted by July 12, 2021.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function. Comments received will not be considered before approval of this emergency collection but will be considered in the renewal process.

**FOR FURTHER INFORMATION CONTACT:** Julieann Dwyer by email at: [Julieann.Dwyer@faa.gov](mailto:Julieann.Dwyer@faa.gov); phone: 202–267–8375.

#### SUPPLEMENTARY INFORMATION:

*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.

*OMB Control Number:* 2121–XXXX.

*Title:* Agency Information Collection Activities: Requests for Comments; Clearance of New Approval of Information Collection: Information Required to Implement Airport Grant Programs under the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 and the American Rescue Plan Act, 2021.

*Form Numbers:* None.

*Type of Review:* FAA seeks emergency clearance for a new information collection.

*Background:* FAA intends to seek emergency clearance for a new information to facilitate its implementation of grants under the *Coronavirus Response and Relief Supplemental Appropriations Act, Public Law 116–260* (Dec. 27, 2020) (CRRSA) and the *American Rescue Plan*

Act, Public Law 117–2 (Mar. 11, 2021) (ARPA) to primary airports to provide relief from rent and minimum annual guarantee (MAG) obligations to eligible airport concessions. This information collection permits FAA to confirm that rent relief is consistent with the requirements of CRRSA and ARPA. If FAA does not receive emergency approval, the economic recovery of the nation's air transport system may be delayed because of the inability of airports to maintain continuity of operations and assure the sustainability of vital concession partners.

CRRSA directed FAA to provide \$200 million in grants to primary airports for the purpose of providing relief from rent and MAG obligations to eligible airport concessions. In addition, ARPA directed FAA to provide \$800 million in grants to primary airports for the purpose of providing relief from rent and MAG obligations to eligible airport concessions. FAA developed a streamlined information collection to confirm that airport sponsors and concessions receiving rent relief met CRRSA and ARPA eligibility and other legal requirements. Specifically, airport sponsors must provide relief on a proportional basis and after December 27, 2020, and March 11, 2021, respectively, as well as conduct prioritized consultation with Airport Concession Disadvantaged Business Enterprises (ACDBEs).

The information will be collected from airport sponsors (public agencies) who request payment under a concessions relief grant. FAA's Office of Airports (ARP) will use the information to determine whether airport sponsors and airport concessions benefitting from rent relief meet the eligibility and other requirements under CRRSA and ARPA prior to processing a payment of Federal funds.

Comments received will not be considered before approval of this emergency collection but will be considered in the renewal process.

**Respondents:** FAA estimates approximately 404 respondents.

**Frequency:** Information will be collected one time for each grant program.

**Estimated Average Burden per Response:** 6 hours.

**Estimated Total Annual Burden:** Approximately 4,848 hours annually.

Issued in Washington, DC, on June 7, 2021.

**Robert A. Hawks,**

*Deputy Director, Office of Airports Planning and Programming, Federal Aviation Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Numbers FRA–2010–0044, FRA–2010–0049, and FRA–2011–0104]

### Railroads' Requests To Amend Their Positive Train Control Safety Plans and Positive Train Control Systems

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This document provides the public with notice that three host railroads recently submitted requests for amendments (RFA) to their FRA-approved Positive Train Control Safety Plans (PTCSP). As these RFAs may involve requests for FRA's approval of proposed material modifications to FRA-certified positive train control (PTC) systems, FRA is publishing this notice and inviting public comment on railroads' RFAs to their PTCSPs.

**DATES:** FRA will consider comments received by June 21, 2021. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to PTC systems.

**ADDRESSES:**

**Comments:** Comments may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

**Instructions:** All submissions must include the agency name and the applicable docket number. The relevant PTC docket numbers for the host railroads that filed RFAs to their PTCSPs are cited above and in the **SUPPLEMENTARY INFORMATION** section of this notice. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/train-control/ptc/ptc-annual-and-quarterly-reports>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

**FOR FURTHER INFORMATION CONTACT:** Gabe Neal, Deputy Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: [Gabe.Neal@dot.gov](mailto:Gabe.Neal@dot.gov).

**SUPPLEMENTARY INFORMATION:** In general, Title 49 United States Code (U.S.C.) Section 20157(h) requires FRA to certify that a host railroad's PTC system complies with 49 CFR part 236, subpart I, before the technology may be operated in revenue service. Before making

certain changes to an FRA-certified PTC system or the associated FRA-approved PTCSP, a host railroad must submit, and obtain FRA's approval of, an RFA to its PTCSP under Title 49 Code of Federal Regulations (CFR) Section 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal and train control system. Accordingly, this notice informs the public that host railroads' recent RFAs to their PTCSPs are available in their respective public PTC dockets, and this notice provides an opportunity for public comment on these RFAs.

On May 26, 2021, the following three host railroads jointly submitted an RFA to their respective PTCSPs for their Interoperable Electronic Train Management Systems (I-ETMS): Central Florida Rail Corridor (CFRC), North County Transit District (SDNX), and Trinity Railway Express (TRE). Their joint RFA is available in Docket Numbers FRA–2010–0044, FRA–2010–0049, and FRA–2011–0104.

Interested parties are invited to comment on any RFAs to railroads' PTCSPs by submitting written comments or data. During FRA's review of railroads' RFAs, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to PTC systems. See 49 CFR 236.1021; see also 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny railroads' RFAs to their PTCSPs at FRA's sole discretion.

### Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov). To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information,