

DATES: The OMB will consider all written comments received on or before August 15, 2022.

ADDRESSES: Written comments for the proposed information collection reinstatement should be sent within 30 days of publication of this notice to 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.

SUPPLEMENTARY INFORMATION:

Type of Request: Reinstatement, with minor modification, of a previously approved information collection for which approval has expired.

Title of Information Collection: EnergyRight® Program.

OMB Control Number: 3316–0019.

Current Expiration Date: May 31, 2020.

Frequency of Use: On occasion.

Type of Affected Public: Individuals or Households and commercial businesses.

Small Businesses or Organizations Affected: Yes.

Federal Budget Functional Category Code: 455.

Estimated Number of Annual Responses: 33,500.

Estimated Total Annual Burden Hours: 8,650.

Estimated Average Burden Hours per Response: 0.3.

Need For and Use of Information: This information is used by distributors of TVA power to assist in identifying and financing energy improvements for their electrical energy customers.

Rebecca L. Coffey,

Agency Records Officer.

[FR Doc. 2022–14972 Filed 7–13–22; 8:45 am]

BILLING CODE 8120–08–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Maps for Jack Northrup/Hawthorne Municipal Airport, Hawthorne, Los Angeles County, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of acceptance of Noise Exposure Maps.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Hawthorne for Jack Northrup/Hawthorne Municipal Airport are in compliance with applicable requirements.

DATES: The effective date of the FAA’s determination on the noise exposure maps is July 8, 2022.

FOR FURTHER INFORMATION CONTACT:

David B. Kessler, AICP, Regional Environmental Protection Specialist, 777 South Aviation Boulevard, El Segundo, California 90045. Telephone 424–405–7315.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Jack Northrup/Hawthorne Municipal Airport are in compliance with applicable requirements, effective July 8, 2022. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”), and Title 14, Code of Federal Regulations (CFR) part 150, 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 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 City of Hawthorne. The documentation that constitutes the “Noise Exposure Maps” as defined in section 150.7 of part 150 includes: the radar flight tracks (Chapter 2; Exhibit 2C); the existing and future consolidated arrival, departure, local and helicopter flight tracks (Chapter 2; Exhibits 2D, 2E, 2F); the 2020 Noise Exposure Map (Introduction, Exhibit 1) and 2025 Noise Exposure Map (Introduction, Exhibit 2), both depicting the runway location, airport boundaries, and location of noise sensitive public buildings over a land use map of a sufficient scale and quality to discern streets and other identifiable geographic features; the location of the noise monitoring sites (Chapter 2; Table 2H, Exhibit 2J); and the estimates of the number of people residing within the CNEL 65, 70, and 75 dB contours in 2020 and 2025 (Chapter 3; Table 3B,

Table 3D). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on July 8, 2022.

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 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 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 online at <https://hawthornenoise.airportstudy.net/> as well as the following locations:

Federal Aviation Administration, Los Angeles Airports District Office, 777 South Aviation Boulevard, Suite 150, El Segundo, California 90045
Hawthorne City Hall, 2nd Floor
Engineering Department, 4455 West 126th Street, Hawthorne, California 90250
Hawthorne Airport Administration Office, 12101 Crenshaw Blvd. Suite #300, Hawthorne, California 90250

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in El Segundo, California, on July 8, 2022.

William C. Garrison,

Acting Director, Airports Division, Western-Pacific Region.

[FR Doc. 2022–15007 Filed 7–13–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Marine Highway Project Designation Open Season and Renewal of Project Designations

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of Open Season for Marine Highway Project Designation and Renewal of Project Designations.

SUMMARY: The U.S. Department of Transportation (DOT or Department) and Maritime Administration (MARAD) announce that the open season for the America's Marine Highway Program (AMHP) Marine Highway Project Designation application submissions is being extended to September 30, 2025

(Open Season). The purpose of this notice is to invite eligible applicants to submit Marine Highway Project Designation applications to DOT for review and consideration during this extended open season, in addition to outlining the process for renewing Project Designations once they have reached four years or older.

DATES: There will be eleven Project Designation application review sessions during the extended Marine Highway Project Designation Open Season. Table 1 contains the application due dates and review periods for each review session. Projects qualified for designation will be announced shortly after the completion of each review session. Applications can be submitted at any time but will only be reviewed during the next upcoming review session after submittal.

TABLE 1—OPEN SEASON PROJECT DESIGNATION APPLICATION SUBMISSION AND REVIEW TIMELINE

Review session	Project application due date (11:59 p.m. pacific)	Project review period
1	September 30, 2022	October 1, 2022–December 30, 2022.
2	January 31, 2023	February 1, 2023–April 30, 2023.
3	May 31, 2023	June 1, 2023–August 31, 2023.
4	September 30, 2023	October 1, 2023–December 30, 2023.
5	January 31, 2024	February 1, 2024–April 30, 2024.
6	May 31, 2024	June 1, 2024–August 31, 2024.
7	September 30, 2024	October 1, 2024–December 30, 2024.
8	January 31, 2025	February 1, 2025–April 30, 2025.
9	May 31, 2025	June 1, 2025–August 31, 2025.
10	September 30, 2025	October 1, 2025–December 30, 2025.

ADDRESSES: Applicants can submit applications for new Project Designations or to renew current Project Designations via hardcopy to the AMHP, Office of Ports & Waterways Planning, W21–233, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Washington, DC 20590, or via email to mh@dot.gov. Electronic applications are preferred. Telephone (202) 366–0704; Fax (202) 366–5904.

FOR FURTHER INFORMATION CONTACT: Timothy Pickering, Office of Ports & Waterways Planning, W21–312, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone (202) 366–0704; Fax (202) 366–5904; or email Mr. Pickering at mh@dot.gov. You may also visit MARAD's America's Marine Highway web page at <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>. MARAD's Gateway Offices can also respond to questions about the AMHP, including questions about Route Designations, the Project Designation Open Season, or grant funding. The Gateway Offices' contact information is available on the

MARAD website at <https://www.maritime.dot.gov/about-us/gateway-offices/gateway-offices>.

SUPPLEMENTARY INFORMATION: The AMHP was established by Section 1121 of the Energy Independence and Security Act of 2007 to reduce landside congestion through the designation of Marine Highway Routes. Section 405 of the Coast Guard and Maritime Transportation Act of 2012 further expanded the scope of the program to increase the utilization and efficiency of domestic freight transportation on Marine Highway Routes between U.S. ports by including routes that do not have parallel landside routes. The National Defense Authorization Act for Fiscal Year 2016 expanded the definition of short sea shipping (now referred to as marine highway transportation) to include freight vehicles carried aboard commuter ferry boats and cargo shipped in discrete units—or packages that are handled individually, palletized, or unitized specifically for transport. In addition, the revised final rule at 46 CFR part 393, which outlines the scope of the AMHP, became effective on January 2, 2018.

The Department's objective through this program is to reduce landside congestion and increase the use of domestic marine highway transportation by supporting the development of transportation options for shippers. These services provide economic and environmental benefits to the U.S. public at large. Marine Highway Designated Projects can improve safety and system resilience, and serve to reduce transportation-related air emissions, transportation costs for shippers, energy consumption, and costs associated with landside transportation infrastructure. Currently, the AMHP includes Marine Highway Routes in the continental U.S. in addition to the non-contiguous states of Hawaii and Alaska as well as the U.S. territories of Puerto Rico, U.S. Virgin Islands, American Samoa, Guam, and the Commonwealth of the Northern Mariana Islands. The AMHP includes projects that move freight along America's coastlines or waterways. For example, the change in definition to add freight vehicles carried on commuter passenger ferries allowed the AMHP to provide Federal support to several existing ferry services. The addition of