

Quality Assurance program, the Aviation Safety Action Program, and the Voluntary Disclosure Reporting Program. This rule imposes a negligible paperwork burden for certificate holders and fractional ownership programs that choose to submit a letter notifying the Administrator that they wish to participate in a current program.

The number of respondents has greatly increased since the initial approval of this information collection. In order to accurately reflect the burden of this information collection going forward, the FAA has included total current participants in the programs.

Respondents: 930.

Frequency: On occasion.

Estimated Average Burden per

Response: One hour.

Estimated Total Annual Burden: 930 hours.

Issued in Washington, DC, on March 22, 2018.

Barbara L. Hall,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2018-06405 Filed 4-4-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Shreveport Regional Airport; Shreveport, Louisiana

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Shreveport Airport Authority for Shreveport Regional Airport are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is March 23, 2018.

FOR FURTHER INFORMATION CONTACT: DOT/FAA Southwest Region, Tim Tandy, Environmental Protection Specialist, ASW-640D, 10101 Hillwood Parkway, Fort Worth, Texas 76177. Telephone (817) 222-5644.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Shreveport Regional Airport are in compliance with applicable requirements of Part 150, effective March 23, 2018. 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, 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 Shreveport Airport Authority. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes:

Chapters 2 and 3 of "14 CFR Part 150 Noise Exposure Maps, October 2015"; Exhibit 1 (2014 Noise Exposure Map), Exhibit 2 (2020 Noise Exposure Map), Exhibit 2-1 (Shreveport Regional Airport and Immediate Environs), Exhibit 2-1 (Shreveport Regional Airport Aerial View), Exhibit 2-3 (Instrument Landing System/Localizer Approaches), Exhibit 2-4 (Area Navigation Approaches), Exhibit 3-1 (Runway 6 Arrival Flight Tracks), Exhibit 3-2 (Runway 6 Departure Flight Tracks), Exhibit 3-3 (Runway 14 Arrival Flight Tracks), Exhibit 3-4 (Runway 14 Departure Flight Tracks), Exhibit 3-5 (Runway 24 Arrival Flight Tracks), Exhibit 3-6 (Runway 24 Departure Flight Tracks), Exhibit 3-7 (Runway 32 Arrival Flight Tracks), Exhibit 3-8 (Runway 32 Departure Flight Tracks), Exhibit 3-9 (Touch and Go Flight Tracks), Exhibit 3-10 (Shreveport Regional Airport Aircraft Maintenance Runup Areas, Exhibit 3-11 (2014 Noise Exposure), Exhibit 3-12 (2020 Forecast Noise Exposure), Exhibit 3-13 (Comparison of 2004 and 2014 Noise Exposure), Exhibit 3-14 (Comparative Noise Footprints for Six Most Common Aircraft Types—2004 and 2014); Table 2-1 (Current and Recommended Optimum Runway Lengths), Table 2-2 (Summary of Historical and Forecast Passengers), Table 2-3 (Summary of Historical and Forecast Air Cargo),

Table 2-4 (Historical and Forecast Aircraft Operations), Table 2-5 (Instrument Approach Procedures at Shreveport Regional Airport), Table 3-1 (Annual Aircraft Operations by Month—2014), Table 3-2 (Annual Aircraft Operations by INM Aircraft Type, User Category—2014), Table 3-3 (Calculation of Normalization Factors for Deriving Annual Operations by Aircraft Type), Table 3-4 (Aircraft Operations by Aircraft Category, Operation Type, and Time of Day—2014), Table 3-5 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Itinerant Operations—2014), Table 3-6 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Local Operations—2014), Table 3-7 (Arrival Runway Use Percentages—2014), Table 3-8 (Departure Runway Use Percentages—2014), Table 3-9 (Touch and Go Runway Use Percentages—2014), Table 3-10 (INM Departure Stage Lengths Categories), Table 3-11 (Aircraft Flight Profile Stage Length Percentages by INM Aircraft Type), Table 3-12 (Engine Maintenance Runup Data Used for Noise Modeling—2014), Table 3-13 (Annual Operations Summary—2020), Table 3-14 (Activity Percentage by Aircraft Category, Operation Type, and Time of Day—2020), Table 3-15 (Annual Aircraft Operations by Aircraft Category, Operation Type, and Time of Day—2020), Table 3-16 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Itinerant Operations—2020), Table 3-17 (Average Annual Day Aircraft Operations by INM Aircraft Type and Time of Day, Local Operations—2020), Table 3-18 (Departure Stage Length Proportions by Aircraft Category—2020), Table 3-19 (Engine Maintenance Runup Data Used for Noise Modeling—2020). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on March 23, 2018.

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, 10101 Hillwood Parkway, Fort Worth, Texas; Henry L. Thompson, Director of Airports, Shreveport Airport Authority, 5103 Hollywood Avenue, Shreveport, LA 71109. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, March 23, 2018.

Ignacio Flores,
Director, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation: Notice of Availability and Request for Comment on the Draft Environmental Assessment (EA) for Issuing a Reentry License to SpaceX for Landing the Dragon Spacecraft in the Gulf of Mexico

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability and request for comment.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of and requesting comment on the Draft EA for issuing a reentry license to SpaceX for Dragon landings in the Gulf of Mexico.

DATES: Comments must be received on or before May 4, 2018.

ADDRESSES: Comments should be mailed to Daniel Czelusniak, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591. Comments may also be submitted by email to *Dragon_Gulf_Landing_EA@icf.com*.

FOR FURTHER INFORMATION CONTACT: Daniel Czelusniak, Environmental Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591; phone (202) 267-5924; email *Dragon_Gulf_Landing_EA@icf.com*.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA), Department of Transportation (DOT) is the lead agency. The National Aeronautics and Space Administration and U.S. Air Force are cooperating agencies.

The FAA is evaluating SpaceX's proposal to conduct Dragon landings in the Gulf of Mexico, which would require the FAA to issue a reentry license. SpaceX has two versions of Dragon: Dragon-1 and Dragon-2. Dragon-1 is used for cargo missions to the International Space Station (ISS). SpaceX intends that Dragon-2 will eventually be used to transport astronauts to the ISS. Under the Proposed Action, the FAA would issue a reentry license to SpaceX, which would authorize SpaceX to conduct up to six Dragon landing operations per year in the Gulf of Mexico. Each landing operation would include orbital reentry, splashdown, and recovery.

Alternatives under consideration include the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not issue a reentry license to SpaceX for Dragon reentry and splashdown in the Gulf of Mexico. SpaceX would continue to conduct Dragon reentries and splashdowns in the Pacific Ocean authorized under an FAA reentry license.

The Draft EA evaluates the potential environmental impacts from the Proposed Action and No Action Alternative on air quality; climate; noise

and noise-compatible land use; Department of Transportation Act, section 4(f); biological resources (including aquatic plants and animals and special status species); coastal resources; water resources; natural resources and energy supply; and hazardous materials, solid waste, and pollution prevention. Potential cumulative impacts are also addressed in this EA.

The FAA has posted the Draft EA on the FAA Office of Commercial Space Transportation website: https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/launch/.

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EA by May 4, 2018. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that we will be able to do so.

Issued in Washington, DC, on: March 26, 2018.

Daniel Murray,

Manager, Space Transportation Development Division.

[FR Doc. 2018-06408 Filed 4-4-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2018-0141]

Parts and Accessories Necessary for Safe Operation; Stoneridge, Inc. Application for an Exemption

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of application for exemption; request for comments.

SUMMARY: The Federal Motor Carrier Safety Administration (FMCSA) requests public comment on an exemption application from Stoneridge, Inc. (Stoneridge) to allow motor carriers to operate commercial motor vehicles (CMVs) with the company's MirrorEye™ Camera Monitor System (CMS) installed as an alternative to the two rear-vision mirrors required by the Federal Motor Carrier Safety Regulations (FMCSRs). Stoneridge