

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: Michael Tye, City Attorney, 1419 Central Avenue, P.O. Box 636, Kearney, NE 68848-0636, (308) 237-3155.

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, (816) 329-2644, lynn.martin@faa.gov.

The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release approximately 67.72± acres of airport property at the Kearney Regional Airport (EAR) under the provisions of 49 U.S.C. 47107(h)(2). On July 1, 2013, the City Attorney at the Kearney Regional Airport requested from the FAA that approximately 67.72± acres of property be released for sale to the City of Kearney for them to transfer to the Veteran's Administration for construction of the Central Nebraska Veteran's Home. On September 29, 2013, the FAA determined that the request to release property at the Kearney Regional Airport (EAR) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release 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 Kearney Regional Airport (EAR) is proposing the release of airport property totaling 67.72 acres, more or less. This land is to be used for construction of a new Central Nebraska Veteran's Home. 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 sale of the subject property will result in the land at the Kearney Regional Airport (EAR) being changed from aeronautical to non-aeronautical 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 value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation facilities at the Kearney Regional Airport.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **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 Kearney Regional Airport.

Issued in Kansas City, MO, on October 2, 2013.

Jim A. Johnson,
 Manager, Airports Division.

[FR Doc. 2013-25852 Filed 10-30-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Order 1050.1F Environmental Impacts: Policies and Procedures

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice requesting comment on proposed Order 1050.1F Environmental Impacts: Policies and Procedures; Re-Opening of Comment Period.

SUMMARY: This action re-opens the comment period for the notice of draft Order 1050.1F, Environmental Impacts: Policies and Procedures that was published on August 14, 2013. Airports Council International—North America (ACI-NA), which represents local, regional and state governing bodies that own and operate commercial airports across the United States, requested that the FAA extend the comment period for 14 days.

DATES: The notice of the comment period for the Order was published on August 14, 2013 (78 FR 49596), closed September 30, 2013, and is re-opened until November 8, 2013.

ADDRESSES: You may send comments identified by Docket No. FAA-2013-0685 using any of the following methods:

Federal eRulemaking Docket: Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

Facsimile: Fax comments to the docket operations personnel at 202-493-2251.

Mail: Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

Hand Deliver: Deliver comments to the Docket Operations Room on the ground floor of the West Building at U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477), as well as at <http://DocketsInfo.dot.gov>.

Docket: You may examine the docket, including comments received, on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation Docket Operations office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays, at U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Donald Scata, Office of Environment and Energy (AEE-400), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-9890; email donald.scata@faa.gov.

Background: On August 14, 2013, the FAA issued a Notice requesting comment on proposed Order 1050.1F, Environmental Impacts: Policies and Procedures. In that notice, the FAA sought comment on proposed revisions to Order 1050.1E, which contains policies and procedures for implementing the National Environmental Policy Act (78 FR 49596). The draft revised order, re-numbered as Order 1050.1F, is available at http://www.faa.gov/about/office_org/headquarters_offices/apl/enviro_policy_guidance/policy/. The notice stated that comments to that document were to be received on or before September 30, 2013.

By letter dated September 16, 2013, Airports Council International—North America (ACI-NA), which represents local, regional and state governing bodies that own and operate commercial airports across the United States, requested that the FAA extend the comment period for 14 days. ACI-NA noted that the comment period occurs during an extremely busy time for airports, and stated that the requested extension is necessary for the organization to consider issues raised by the proposed revisions to Order 1050.1E.

In response to ACI-NA's request, the FAA is re-opening the comment period until November 8, 2013. Absent unusual circumstances, the FAA does not anticipate any further extension of the comment period for this rulemaking.

Re-Opening of Comment Period: The FAA has reviewed ACI-NA's request for an extension of the comment period for this notice. ACI-NA has shown a substantive interest in the proposed policy and good cause for re-opening of the comment period. The FAA has determined that re-opening of the comment period is consistent with the public interest, and that good cause exists for taking this action.

Accordingly, the comment period for this notice is extended to November 8, 2013. All comments received between August 14, 2013 and November 8, 2013 will be considered.

Issued in Washington, DC, on October 25, 2013.

Lourdes Q. Maurice,

Executive Director, Office of Environment and Energy.

[FR Doc. 2013-25820 Filed 10-30-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program for Tucson International Airport, Tucson, Arizona

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Tucson Airport Authority (TAA) under the provisions of 49 U.S.C. 47501 et seq. (formerly the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 Code of Federal Regulations (CFR) Part 150 (hereinafter referred to as "Part 150"). On March 20,

2013, the FAA determined that the noise exposure maps submitted by the TAA under Part 150 were in compliance with applicable requirements. On September 9, 2013, the FAA approved the Tucson International Airport noise compatibility program. Most of the recommendations of the program were approved. No program elements relating to new or revised flight procedures for noise abatement were proposed.

DATED: *Effective Date:* This notice is effective October 31, 2013 and applicable September 9, 2013.

FOR FURTHER INFORMATION CONTACT: Jared Raymond, Airport Planner, FAA Phoenix Airports Field Office, 2800 North 44th Street, Phoenix, Arizona 85008, telephone number (602) 379-3022. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for Tucson International Airport, effective September 9, 2013. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979, as amended (herein after referred to as the "Act") [recodified as 49 U.S.C. 47504], an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land

uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports Field Office in Phoenix, Arizona.

The TAA submitted to the FAA on November 26, 2013, the Noise Exposure Maps for evaluation. The FAA determined that the Noise Exposure Maps for Tucson International Airport were in compliance with applicable requirements on March 20, 2013. Notice of this determination was published in the **Federal Register** on March 29, 2013 (Volume 78/No. 61/pages 19355-19356).

The Tucson International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in 49 U.S.C. 47504 (formerly Section 104(b) of the Act). The FAA began its review of the program on March 20,