

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 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.

The FAA has formally received the Noise Compatibility Program for Boise Air Terminal (Gowen Field) Airport, also effective on May 2, 2016. Preliminary review of the submitted material indicates that it conforms to the requirements of the submittal of Noise Compatibility Programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before October 29, 2016.

The FAA's detailed evaluation will be conducted under the provisions of Part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses. Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable.

Copies of the full Noise Exposure Map documentation and the proposed Noise Compatibility Program are available for examination at the following locations:

Scott Eaton, Community Planner,  
Federal Aviation Administration,  
Helena Airports District Office, FAA  
Building, Ste. 2, 2725 Skyway Drive,  
Helena, MT 59602, 406-449-5291.

Boise Air Terminal (Gowen Field),  
3201 Airport Way, Boise, ID 83705.

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

Issued in Renton, Washington, on May 2, 2016.

**Randall S. Fiertz,**

*Manager, Airports Division, Northwest Mountain Region.*

[FR Doc. 2016-10981 Filed 5-9-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2016-6596]

#### Passenger Facility Charge (PFC) Program: Eligibility of Ground Access Projects Meeting Certain Criteria; Correction

**AGENCY:** Federal Aviation Administration (FAA); DOT.

**ACTION:** Notice of proposed policy amendment and request for comments; correction.

**SUMMARY:** This action corrects the notice of proposed policy published on May 3, 2016. In that document, the FAA solicited comments on a proposal to amend its "Notice of Policy Regarding the Eligibility of Airport Ground Access Transportation Projects for Funding Under the Passenger Facility Charge (PFC) Program,"<sup>1</sup> regarding the requirements for PFC funding of on-airport, rail access projects. This document corrects errors in the docket number and contact information.

**DATES:** May 10, 2016. The comment period will close June 2, 2016.

**FOR FURTHER INFORMATION CONTACT:** Joe Hebert, Manager, Financial Analysis and Passenger Facility Charge Branch, APP-510, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-8375; facsimile (202) 267-5302.

**SUPPLEMENTARY INFORMATION:** On May 3, 2016, the FAA published a notice titled "Notice of Proposed Policy Amendment and Request for Comments" (81 FR 26611). In that Notice, the FAA proposed to change the policy regarding the Passenger Facility Charge eligibility of ground access projects meeting certain criteria. The notice was inadvertently issued without a correct Docket Number and complete contact information.

In FR Doc. 2016-10334, beginning on page 26611 in the **Federal Register**, make the following corrections:

1. On page 26611, in the first column, after Federal Aviation Administration, add Docket No. FAA-2016-6596; and in the first paragraph under **ADDRESSES**,

correct Docket Number FAA 2016-XXXX to read Docket No. FAA-2016-6596.

2. On page 26611, in the second column, after **FOR FURTHER INFORMATION CONTACT**, add Joe Hebert, Manager, Financial Analysis and Passenger Facility Charge Branch, APP-510, and on line 8, remove 267-3831 and add in its place 267-8375.

Issued in Washington DC, on May 4, 2016.

**Elliott Black,**

*Director, Office of Airport Planning and Programming.*

[FR Doc. 2016-10975 Filed 5-9-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Harrisburg International Airport, Middletown, Pennsylvania

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Susquehanna Regional Airport Authority for Harrisburg International 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 May 3, 2016.

**FOR FURTHER INFORMATION CONTACT:** Harrisburg Airports District Office (HAR ADO), Susan L. McDonald, Environmental Protection Specialist, Federal Aviation Administration, HAR ADO, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011, Telephone: (717) 730-2830.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for the Harrisburg International Airport are in compliance with applicable requirements of 14 CFR part 150, effective January 13, 2004. Under 49 U.S.C. Section 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

<sup>1</sup> 69 FR 6366 (Feb. 10, 2004).