

with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with these and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of the latest FAA accepted standards specific to special light-sport aircraft and information on previously accepted standards on the FAA Light-Sport Aircraft<sup>1</sup> Web site. The FAA is working on a separate general listing of standards accepted by the FAA that have or may have applicability to other types of certifications. This general listing will also include the FAA accepted standards specific to special light-sport aircraft. When available, a link will be placed on the FAA Light-Sport Aircraft<sup>2</sup> Web site.

Prior to this NOA the listing of the FAA accepted standards specific to special light-sport aircraft included standards for gyroplanes and electric propulsion units. Including these standards on this listing could have caused confusion given the applicability statement in 14 CFR 21.190 and the definition of light-sport aircraft in 14 CFR 1.1, even though explanatory notes are provided with the listing. To prevent confusion, the revised listing of the FAA accepted standards specific to special light-sport aircraft associated with this NOA no longer includes the standards for gyroplanes and electric propulsion units. Instead, the gyroplane and electric propulsion unit standards will appear on the general listing of standards accepted by the FAA. The gyroplane and electric propulsion unit standards will be included on the listing of the FAA accepted standards specific to special light-sport aircraft at a later date, if the applicability statement in 14 CFR 21.190 and the definition of light-sport aircraft in 14 CFR 1.1 are revised accordingly.

#### The Revised Consensus Standard and Effective Period of Use

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revision. Either the previous revision or the later revision may be used for the initial airworthiness certification of

special light-sport aircraft until October 3, 2017. This overlapping period of time will allow aircraft that have started the initial airworthiness certification process using the previous revision level to complete that process. After October 3, 2017, manufacturers must use the later revision and must identify the later revision in the Statement of Compliance for initial airworthiness certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise. The following Consensus Standards may not be used after October 3, 2017:

ASTM Designation F2245–14, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

ASTM Designation F2317/F2317M–10, titled: Standard Specification for Design of Weight-Shift-Control Aircraft.

ASTM Designation F2563–06, titled: Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation.

ASTM Designation F2745–11, titled: Standard Specification for Required Product Information to be Provided with an Airplane.

ASTM Designation F2930–14a, titled: Standard Guide for Compliance with Light Sport Aircraft Standards.

ASTM Designation F2972–14e<sup>1</sup>, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System.

#### The Consensus Standards

The FAA finds the following new and revised consensus standards acceptable for initial airworthiness certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The following consensus standards become effective April 3, 2017 and may be used unless the FAA publishes a specific notification otherwise:

ASTM Designation F2245–16c, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

ASTM Designation F2317/F2317M–16a, titled: Standard Specification for Design of Weight-Shift-Control Aircraft.

ASTM Designation F2563–16, titled: Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation.

ASTM Designation F2745–15, titled: Standard Specification for Required Product Information to be Provided with an Airplane.

ASTM Designation F2930–16, titled: Standard Guide for Compliance with Light Sport Aircraft Standards.

ASTM Designation F2972–15, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System.

ASTM Designation F3199–16a, titled: Standard Guide for Wing Interface Documentation for Weight Shift Control Aircraft.

#### Availability

ASTM International, 100 Barr Harbor Drive, Post Office Box C700, West Conshohocken, PA 19428–2959 copyrights these consensus standards. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through [service@astm.org](mailto:service@astm.org) (email), or through the ASTM Web site at [www.astm.org](http://www.astm.org). To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Joe Koury, Staff Manager for Committee F37 on Light-Sport Aircraft: (610) 832–9804, [jkoury@astm.org](mailto:jkoury@astm.org).

Issued in Kansas City, Missouri on March 27, 2017.

**Mel Johnson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Receipt of Noise Compatibility Program and Request for Review Westfield-Barnes Regional Airport, Westfield, Massachusetts

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Westfield-Barnes Regional Airport under the the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”) and federal regulations by the City of Westfield. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR part 150 for Westfield-Barnes Regional Airport were in compliance with applicable requirements, effective December 22, 2015. The proposed noise compatibility program will be approved or disapproved on or before September 9, 2017.

**DATES:** The effective date of the start of FAA's review of the noise compatibility

<sup>1</sup> [http://www.faa.gov/aircraft/gen\\_av/light\\_sport/](http://www.faa.gov/aircraft/gen_av/light_sport/).

<sup>2</sup> [http://www.faa.gov/aircraft/gen\\_av/light\\_sport/](http://www.faa.gov/aircraft/gen_av/light_sport/).

program is March 13, 2017. The public comment period ends May 12, 2017.

**FOR FURTHER INFORMATION CONTACT:**

Richard Doucette, Federal Aviation Administration, New England Region Airports Division, 1200 District Ave., Burlington, MA 01803. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed noise compatibility program for Westfield-Barnes Regional Airport which will be approved or disapproved on or before September 9, 2017. This notice also announces the availability of this program for public review and comment. 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 (49 U.S.C. 47504 et. seq), may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for Westfield-Barnes Regional Airport, effective on March 13, 2017. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 requirements for 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 September 9, 2017.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are 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 relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

- FAA New England Region Airports Division, 1200 District Ave., Burlington, Massachusetts 01803
- Westfield-Barnes Regional Airport, 110 Airport Road, Westfield, Massachusetts 01085

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

Issued in Burlington, Massachusetts, March 13, 2017.

**Mary T. Walsh,**

*Airports Division Manager.*

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2016-0149] Donlin Gold LLC

#### Pipeline Safety: Request for Special Permit

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice.

**SUMMARY:** PHMSA is publishing this notice to seek public comments on a request for special permit, seeking relief from compliance with certain requirements in the federal pipeline safety regulations. At the conclusion of the 60-day comment period, PHMSA will review the comments received from this notice as part of its evaluation to grant or deny the special permit request.

**DATES:** Submit any comments regarding this special permit request by June 2, 2017.

**ADDRESSES:** Comments should reference the docket number for the specific special permit request and may be submitted in the following ways:

- *E-Gov Web site:* <http://www.Regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

**Instructions:** You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.Regulations.gov>.

**Note:** Comments are posted without changes or edits to <http://www.Regulations.gov>, including any personal information provided. There is a privacy statement published on <http://www.Regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:**

**General:** Ms. Kay McIver by telephone at 202-366-0113, or email at [kay.mciver@dot.gov](mailto:kay.mciver@dot.gov).

**Technical:** Mr. Steve Nanney by telephone at 713-628-7479, or email at [Steve.Nanney@dot.gov](mailto:Steve.Nanney@dot.gov).

**SUPPLEMENTARY INFORMATION:** PHMSA has received a special permit request from a pipeline operator seeking relief from compliance with certain federal pipeline safety regulations. The request includes a technical analysis, environmental assessment, proposed special permit conditions, and location map for the pipeline provided by the operator and has been filed at <http://www.Regulations.gov> under docket number PHMSA-2016-0149. We invite interested persons to participate by reviewing the special permit request and supporting documents for implementing the special permit request versus designing, constructing, operating, and maintaining the pipeline in accordance with Part 192 at <http://www.Regulations.gov> and by submitting written comments, data or other views concerning the request. Please include any comments on potential safety, environmental impacts, and any additional conditions that should be considered if the special permit is granted.

Before issuing a decision on the special permit request, PHMSA will evaluate all comments received on or