

as a NCP. The formal review period, limited by law to a maximum of 180 days, was initiated on July 15, 2022. Notice of the intent to review the NCP was published in the **Federal Register** on July 21, 2022 (Notice of Receipt and Request for Review of Noise Compatibility Program, volume 87, **Federal Register**, pages 43594–5, July 21, 2022). That **Federal Register** Notice also announced the start of a 60-day period of public review for the NCP documentation. The FAA received no comments from interested parties during the public review period.

The TEB proposed NCP is comprised of actions designed for phased implementation by airport management and adjacent jurisdictions within the next one to five years. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in 49 U.S.C. 47504. The FAA began its review of the program on July 15, 2022 and was required by a provision of 49 U.S.C. 47504 to approve or disapprove the program within 180 days, other than the use of new or modified flight procedures for noise control. Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program contained 33 proposed measures to minimize impacts of aviation noise on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the 49 U.S.C. 47504 and 14 CFR part 150 were satisfied. A Record of Approval for the overall program was issued by the FAA, effective January 10, 2023.

The specific program elements and their individual determinations are as follows:

- Noise Abatement (NA) Measure 1:* Implement a Runway 24 Departure Turn to 230 degrees at Night—Approved as Voluntary.
- NA Measure 2:* Encourage Intersection Departures from Taxiway K on Runway 1 at Night—Approved as Voluntary.
- NA Measure 3:* Design and Implement a Centralized Aircraft Run-up Pad—Approved.
- NA Measure 4:* Implement an Offset Approach Procedure to Runway 19—Disapproved for Purposes of Part 150.
- NA Measure 5:* Implement an Offset Approach Procedure to Runway 6—Disapproved for Purposes of Part 150.
- NA Measure 6:* Implement a Published Approach Procedure to Runway 1 and Increase Usage at Night—Approved as Voluntary.
- NA Measure 7:* Implement a Published Departure Procedure from Runway

19—Disapproved for Purposes of Part 150.

- NA Measure 8:* Existing Mandatory Permission to Operate Jet Aircraft—No Action.
- NA Measure 9:* Existing Mandatory Noise Limits—No Action.
- NA Measure 10:* Existing Mandatory Aircraft Maintenance Run-Up Restrictions—No Action.
- NA Measure 11:* Existing Voluntary Restraint from Operations between 11:00 p.m. and 6:00 a.m.—Approved.
- NA Measure 12:* Existing Voluntary Preferential Runway Use at Night—Approved.
- NA Measure 13:* Existing Voluntary Encouragement of the Use of National Business Aviation Association (NBAA) Noise Abatement Departure Procedures (NADP)—Approved.
- NA Measure 14:* Existing Voluntary Restraint from the Use of Reverse Thrust—Approved.
- NA Measure 15:* Existing Voluntary IFR and VFR Approach and Landing Procedures to Runway 1 at Night—Approved.
- NA Measure 16:* Existing Voluntary Helicopter Routes—Approved.
- Land Use (LU) Measure 1:* Acquire Non-compatible Residential Parcels—Approved.
- LU Measure 2:* Sound-Insulate Eligible Dwelling Units—Approved.
- LU Measure 3:* Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures—Approved.
- LU Measure 4:* Assist with Establishing an Airport Noise Overlay Zone—Approved.
- Program Management (PM) Measure 1:* Maintain Noise Office—Approved.
- PM Measure 2:* Maintain Noise and Operations Management System—Approved.
- PM Measure 3:* Maintain Public Flight Tracking Portal—Approved.
- PM Measure 4:* Maintain Noise Complaint Management System—Approved.
- PM Measure 5:* Maintain Noise Office Website—Approved.
- PM Measure 6:* Continue Community Outreach Activities—Approved.
- PM Measure 7:* Establish a Community Planners Forum—Approved.
- PM Measure 8:* Establish and Manage a Fly Quiet Program—Approved as Voluntary.
- PM Measure 9:* Make Aircraft Noise Contours Available in a Geographic Information System (GIS)—Approved.
- PM Measure 10:* Update the Noise Exposure Map—Approved.
- PM Measure 11:* Update the Noise Compatibility Program—Approved.
- PM Measure 12:* Update Airfield Noise Abatement Program Signage—Approved.

PM Measure 13: The Port Authority To Coordinate With the FAA on Development and Implementation of NextGen Procedures—Approved.

These determinations are set forth in detail in the Record of Approval signed by the FAA Airports Eastern Division Director on January 10, 2023. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above. The Record of Approval also will be available on the internet on the FAA's website at http://www.faa.gov/airports/environmental/airport_noise/part_150/states/ and the Port Authority of New York and New Jersey's website at http://panynjpart150.com/TEB_documents.asp.

Issued in Jamaica, NY, on January 10, 2023.

David A. Fish,

Director, Airports Division, Eastern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2023–0088]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Airman Knowledge Test Registration Collection

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval of a renewed collection. The collection involves the voluntary submission of information for registration of an Airman Knowledge Test as part of the FAA Airman Certification Process. The information collected is necessary to ensure compliance and proper registration of an individual for the necessary knowledge test for the certification or rating pursued by the individual.

DATES: Written comments should be submitted by March 20, 2023.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field).

By mail: Ryan C. Smith, Airman Testing Standards (AFS-630) 6500 S MacArthur Blvd., Oklahoma City, OK 73169.

By fax: n/a.

FOR FURTHER INFORMATION CONTACT:

Ryan C. Smith by email at: Ryan.C.Smith@faa.gov. Phone: 405-651-5400.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120-0792.

Title: Airman Knowledge Test Registration Collection.

Form Numbers: There are no forms associated with this collection.

Type of Review: Renewed information collection.

Background: Individuals pursuing an FAA certificate or rating to operate in the National Airspace System (NAS) must meet the standards established in the FAA regulations specific to the certificate sought by the individual. FAA certification requires that an individual must successfully pass an Airman Knowledge Test as part of the requirements to obtain an FAA certificate or rating. The FAA develops and administers 90 different knowledge tests in many different areas that are required as part of the overall airman certification process.

Airman Knowledge Tests are administered at approved Knowledge Testing Centers by an approved test proctor who is required to administer the appropriate Airman Knowledge Test to the individual pursuing FAA certification. Individuals taking an FAA Airman Knowledge Test must provide the following information to be collected in order to complete the registration process before the administration of the Airman Knowledge Test: Name, FAA Tracking Number (FTN), physical address, Date of Birth, email address, photo identification, phone number, test authorization (credentials of the individual such as an instructor endorsement), and previous number of test attempts.

The information provided by the individual is collected and stored electronically in the application used for test registration and delivery. This information is used to determine the identify and eligibility of the individual for compliance of FAA certification requirements.

Respondents: 210,000 annually.

Frequency: n/a.

Estimated Average Burden per Response: 2 minutes.

Estimated Total Annual Burden: 7,000 hours annually.

210,000 respondents × 2 minutes each = 420,000 minutes.

420,000 minutes/60 minutes in an hour = 7,000 hours annually.

Issued in Oklahoma City, OK, on January 11, 2023.

Ryan C. Smith,

Airman Knowledge Testing Program Manager, Airman Testing Standards Branch (AFS-630).

[FR Doc. 2023-00719 Filed 1-13-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2017-0109]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on October 6, 2022, and November 29, 2022,¹ The Port Authority Trans-Hudson Corporation (PATH) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 229, Railroad Locomotive Safety Standards. The relevant FRA Docket Number is FRA-2017-0109.²

Specifically, PATH seeks to extend its waiver of compliance from a portion of 49 CFR 229.123, *Emergency roof access*, which requires passenger cars ordered on or after April 1, 2009, or placed in service for the first time on or after April 1, 2011, to have two emergency roof access locations. Alternatively, PATH requests continued approval to install a single emergency roof access location on any newly ordered passenger cars. In

¹ PATH submitted supplemental information to its October 6, 2022, petition, by letter dated November 29, 2022.

² Additional relief applicable to this equipment (pertaining to requirements for each lead locomotive to be equipped with a pilot, snowplow, or end plate across both rails) may be found in Docket Number FRA-2008-0135.

support of its request, PATH states that its PA-5 vehicles are of a "unique nature" and PATH's operations are "more representative of an inter-urban rapid transit system." The supplemental information further adds that the vehicles have "multiple emergency exits on each side . . . that can be opened by the passengers or first responders in the event of an emergency."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by March 20, 2023 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable. Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety Chief Safety Officer.

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