

SUPPORTING STATEMENT A

Request for Approval of a Collection of Information under the Paperwork Reduction Act and 5 CFR 1320 for Airport Noise Compatibility Planning (14 CFR part 150)
OMB Control Number 2120-0517

Summary of Changes since the Previous Collection of Information:

- Updated items 12, 13, and 14 regarding estimated annualized costs to respondents and Federal government to account for Fiscal Year (FY) 2024 dollars instead of FY2021 dollars used in the previous collection and revised descriptions throughout, including the burden hours based on agency discretion and new Department of Transportation Paperwork Reduction Act guidance and associated Supporting Statement template that were issued after previous collection.
- Minor editorial changes and non-material or non-substantive changes (e.g., this involved correcting typos, spelling, or grammar) were made throughout. However, there were *no* program level changes. The legal requirements for the program and the type of information collected have not changed since the previous collection.

Justification:

1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection. Attach a copy of the appropriate section of each statute and regulation mandating or authorizing the collection of information.

Congress directed the Department of Transportation to implement regulations pursuant to the Aviation Safety and Noise Abatement Act (ASNA) of 1979, Public Law No. 96-193 to, among other things, enable Airport Sponsors or Operators to voluntarily submit noise exposure maps and noise compatibility programs to the Federal Aviation Administration (FAA) after public consultation. To implement the requirements established under the ASNA, the FAA published Title 14 Code of Federal Regulations (CFR) Part 150. This regulation describes standards, procedures, and methodologies for the development, submission, and review of noise exposure maps and noise compatibility programs. This regulation also provides a structured approach for collaboration between the airport sponsors or operators, airlines, pilots, neighboring communities, FAA, other federal, state, and local agencies, and other stakeholders to collaborate on efforts to reduce impacts to people who live in significantly noise-impacted areas (herein the “Part 150 process”). Legal requirements associated with this information collection:

Per 49 U.S.C. 47503(a)(1)-(2), Airport Sponsors or Operators who voluntarily submit a noise exposure map to the FAA shall: depict all non-compatible uses in each area of the map on the date the map is submitted, describe estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. In addition, all noise exposure maps shall be prepared in consultation with public agencies and planning authorities in the area

surrounding the airport and comply with regulations established under 49 U.S.C 47502.

Per 49 U.S.C. 47503(b)(1) and (b)(2)(A)-(B), Airport Sponsors or Operators who voluntarily submitted a noise exposure map to the FAA may revise and resubmit the noise exposure map if, in an area surrounding the airport, any change in the operation of the airport would create a substantial new non-compatible use in any area surrounding the airport or there is a significant reduction in noise generated at the airport that is not reflected in either the existing conditions or forecast currently on file with the FAA. In addition, a submission of a revised noise exposure map per subsection (b) paragraph (1) shall be required only if the relevant change in the operation of the airport occurs during the forecast period of the applicable noise exposure map submitted by an airport sponsor under subsection (a) or during the implementation period of the airport sponsors noise compatibility program.

Per 49 U.S.C 47504 (a)(1)-(2), An Airport Sponsor or Operator that submitted a noise exposure map may submit a noise compatibility program after completing the following: consulting with public agencies and planning authorities in the area surrounding the airport, U.S. government officials having local responsibility for the airport, and air carriers using the airport and allowing for public notice and opportunity for a public hearing. A noise compatibility program shall describe the measures the Airport Sponsor or Operator has taken or proposes to take to reduce existing non-compatible uses and prevent introducing additional non-compatible uses in the area covered by the noise exposure map.

Per 49 U.S.C. 47504 (b)(1)-(2), Noise compatibility programs submitted to the FAA by Airport Sponsors or Operators for approval must not place an unreasonable burden on interstate or foreign commerce, must be reasonably consistent with achieving the goal of reducing non-compatible uses and preventing the introduction of additional non-compatible uses, and provide for necessary revisions because of a revised noise exposure map submitted under 49 U.S.C 47503(b). The FAA must act by approving or disapproving a noise compatibility program submitted by an Airport Sponsor or Operator within 180-days or the program will be deemed approved.

14 CFR 150.21 and 14 CFR 150.23 are the corresponding sections in the regulations for implementing the statutory requirements described above, which further details and clarifies their intent.

In addition to the above legislative and regulatory requirements that necessitate this information collection, the ASNA also authorizes FAA to provide financial assistance to Airport Sponsors or Operators for noise compatibility planning. FAA's Airport Improvement Program (AIP) includes a funding allocation specifically to provide airports financial assistance via grants to undertake noise compatibility planning and implement mitigation projects. One of the primary requirements for Airport Sponsors or Operators seeking financial assistance from the FAA for noise compatibility planning and mitigation projects is to have a current noise exposure map and noise compatibility program accepted and approved, respectively, by FAA.

2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate the actual use the agency has made of the information received from the current collection.

The respondents for this information collection are the Airport Sponsors or Operators of public use airports. The Airport Sponsors or Operators (respondents) of public use airports, including heliports, and the FAA use this information collection for noise compatibility planning per statutory and regulatory requirements explained in item 1 of this document. The following explanations provide additional details on the purpose of and how this information collected is used by Airport Sponsors or Operators (respondents) and FAA.

Airport Sponsors or Operators (respondents) who voluntarily participate in the Part 150 process and submit noise exposure maps and noise compatibility programs or revisions of these to the FAA, use the information collected to determine noise exposure levels, analyze impacts of aviation noise from airport operations, and identify mitigation measures to minimize the impacts of aviation noise based on noise exposure levels. The basic information is required to be collected only once, and only if the Airport Sponsor or Operator voluntarily participates in the Part 150 process. Thereafter, information is required to be collected as needed. Typically, this is only when there is a change in airport operations that create a substantial, new non-compatible use or a substantial reduction in the noise generated by airport operations in an area depicted on the noise exposure map previously prepared. These events trigger a required revision of the noise exposure map and possibly a revision of the noise compatibility program, and only for the information that has changed (e.g., only information that changed is updated in the noise compatibility program since the initial documents were prepared).

This information collection is about noise compatibility planning that can benefit communities surrounding public use airports, thus the information collected and reported is specific to depicting non-compatible land uses and the associated noise contours on a map, providing estimated aircraft operations during a forecast period that is at least five years in the future, and how those operations will affect the noise exposure levels and land uses. The noise compatibility planning associated with this information collection is ongoing and varies annually. For example, all public use airports initiate and update this information at different times and the average time to complete the Part 150 process ranges from two-five years, depending on the program category and extent of non-compatible land uses. Once planning documentation is complete, the implementation of mitigation outlined in noise compatibility plans occurs in phases, over multiple years. For airports with extensive non-compatible land uses, this occurs over decades and another reason why.

FAA receives and uses this information collection because it manages the Noise Compatibility Program pursuant to the ASNA and 14 CFR Part 150 and FAA's role involves oversight and providing funding via grants to airports, however, FAA does not implement noise compatibility programs for airports. Thus, FAA involvement in the noise compatibility planning starts when the Airport Sponsor or Operator (respondents) identifies potential impacts from aviation noise resulting in non-compatible land uses and develops recommended mitigation measures, which

airports do through voluntarily undertaking a Part 150 study. FAA reviews the Airport Sponsor or Operators submissions to determine if the noise exposure maps depict the appropriate noise contours and land uses, that the noise compatibility program recommendations will reduce land uses that are incompatible with airport operations (aviation noise), and if the Airport Sponsor or Operator would be eligible for federal financial assistance from the FAA. Since the airports implementation of mitigation measures occurs over time, FAA refers to the initial or updated noise exposure maps and noise compatibility programs when reviewing requests for financial assistance for specific noise mitigation projects. If Airport Sponsors or Operators (respondents) did not voluntarily submit noise exposure maps and noise compatibility programs for FAA review and approval, the Airport Sponsor or Operator would not be eligible for federal financial assistance. Airport Sponsors or Operators (respondents) could also lose their eligibility for federal financial assistance if the noise at the airport has either significantly increased or significantly decreased, and they did not submit required updates to FAA approved programs.

In addition to reviewing noise exposure maps and noise compatibility programs submitted by Airport Sponsors or Operators (respondents), the FAA continues to respond to requests from Congress, aviation industry groups, colleges or universities, special interest groups and the public for statistical, federal funding, and other information about noise compatibility programs, noise exposure, and mitigation proposed or implemented to reduce impacts of aviation noise at public use airports. Since this information is available from the noise exposure maps and noise compatibility program submittals to the FAA by Airport Sponsors or Operators (respondents), FAA uses this information collection to respond to such requests. FAA also provides statistical information in its annual reports to Congress regarding the number of airports participating in the Part 150 process and federal financial assistance issued to airports associated with their participation in the Part 150 process and makes this information available on the Internet. FAA posts information about noise compatibility planning nation-wide, airport noise, and land use on the Internet based on data from this information collection prepared by Airport Sponsors or Operations (respondents). This service educates and helps the public make informed decisions when purchasing property near airports.

As indicated above, the information collected is disseminated to the public or used to support publicly disseminated information. In addition, the Part 150 program requires members of the public have an opportunity to participate in the Part 150 process. All information collected is necessary for achieving noise compatibility planning requirements outlined in item 1 of this document. FAA also believes continuing the information collection for the Part 150 process is valuable and beneficial because this information would not be available apart from the present, minimal reporting burden on Airport Sponsors or Operators (respondents).

3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses, and the basis for the decision for adopting

this means of collection. Also describe any consideration of using information technology to reduce burden.

The Aviation Environmental Design Tool (AEDT) is the tool used for determining which land areas are or will be subjected to the various levels of airport noise and depicting noise contours. This noise modeling tool is available to airport sponsors or operators and their consultants for use on personal computers with Microsoft Windows operating systems. The information collected about airport operations is entered into AEDT to develop the noise contour maps.

Currently, in accordance with the Government Paperwork Elimination Act, it is not practicable to incorporate electronic signatures or electronically post the complex graphics that are a key component of 14 CFR part 150 submissions (i.e., noise exposure maps and noise compatibility programs). This is because there are limitations inherent with the requirement for the Federal government to comply with Section 508 of the Rehabilitation Act, allowing only text and simple graphics to be readily distributed for use by persons with certain disabilities.

4. Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purposes described in Item 2 above.

The information collection is required by Federal law (see 49 U.S.C. 47501-47510) and is the reason this information is collected. However, the FAA allows Airport Operators (respondents) to use the noise analyses and public consultation developed under the Part 150 process to be used for other parallel planning processes, such as master planning or environmental analyses under the National Environmental Policy Act, to minimize duplication. In addition, the Airport Sponsors or Operators (respondents) will conduct these studies at the same time, taking advantage of the opportunity to combine similar requirements of separate Federal programs required by law.

The FAA's implementing regulations also allows Airport Sponsors or Operators (respondents) to align the information collection for the Part 150 process to local planning processes such as planned land use changes and demographic changes in the surrounding areas to minimize duplication of efforts.

5. If the collection of information impacts small businesses or other small entities (Item 5 of OMB Form 83-1), describe any methods used to minimize burden.

The FAA determined that this information collection associated with noise exposure maps and noise compatibility programs will not have a significant impact on a substantial number of small businesses or other small entities. The Part 150 process seeks to foster land uses that are compatible with airport operations through coordination with local land use authorities and the neighboring communities.

6. Describe the consequences to federal program or policy activities if the collection is not conducted or is conducted less frequently, as well as any technical or legal obstacles to reducing burden.

This information is collected when Airport Sponsors or Operators (respondents) voluntarily participate in the Part 150 process to determine noise exposure to communities

surrounding the airport, develop noise compatibility programs, and implement projects to reduce or prevent airport noise impacts of aviation noise to the surrounding communities. If the information is not collected for the development of noise exposure maps and programs or this information is not revised when required, the Airport Sponsor or Operator that could lose its eligibility for federal financial assistance or other benefits derivable from having FAA approved maps and programs (e.g., protection from landowner suits and eligibility for funds from the AIP noise set aside).

Since the FAA frequently responds to requests from Congress, aviation industry groups, colleges or universities, special interest groups and the public for statistical, federal funding, and other information about noise compatibility programs, noise exposure, and mitigation measures proposed or implemented for reducing impacts of aviation noise at public use airports. Thus, FAA relies on the information collection resulting from the Part 150 process to provide this information, which would not be available apart from the present, minimal reporting burden on Airport Sponsors or Operators (respondents).

7. Explain any special circumstances that would cause an information collection to be conducted in a manner:

This information collection is conducted in a manner consistent with 5 CFR 1320.5(d)(2)(i)-(viii) and is not conducted in manner that:

- Requires respondents to report information to FAA more often than quarterly; the information is collected once initially and then as needed if there is a change in airport operations that create a substantial, new non-compatible use or a substantial reduction in the noise generated by airport operations in an area depicted on the noise exposure map previously prepared. [5 CFR 1320.5(d)(2)(i)]
- Requires respondents to prepare a written response to a collection of information in fewer than 30 days after receipt of it. 5 CFR 1320.5(d)(2) (ii)
- Requires respondents to submit more than an original and two copies of any document. [5 CFR 1320.5(d)(2) (iii)]
- Requires respondents to retain records, other than health, medical, government contract, grant-in-aid, or tax records, for more than three years. [5 CFR 1320.5(d)(2) (iv)]
- This information collection is not connected to a statistical survey that is not designed to produce valid and reliable results that can be generalized to the universe of study. [5 CFR 1320.5(d)(2) (v)]
- Requires use of a statistical data classification that has not been reviewed and approved by OMB. [5 CFR 1320.5(d)(2) (vi)]
- Include a pledge of confidentiality that is not supported by authority established in statute or regulation, that is not supported by disclosure and data security policies that are consistent with the pledge, or which unnecessarily impedes sharing of data with other agencies for compatible confidential use. [5 CFR 1320.5(d)(2) (vii)]

- Requires respondents to submit proprietary, trade secret, or other confidential information unless the agency can demonstrate that it has instituted procedures to protect the information confidentiality to the extent permitted by law. [5 CFR 1320.5(d)(2) (viii)]

8. Provide a citation of the FEDERAL REGISTER document soliciting comments on the conduct of the collection of information, a summary of all public comments responding to the notice, and a description of the agency's actions in response to the comments. Describe efforts to consult with persons outside the agency to obtain their views.

A Federal Register Notice published on August 5, 2024 (89 FR 63466) requesting comments on the renewal of the current airport noise exposure maps and airport noise compatibility programs Collection Control No. 2120-0517. No public comments were received.

In addition, the Part 150 process gives members of the public the opportunity for active participation in the process through public meetings and hearings and to provide comments in response to required public notices, including local newspapers, when the Airport Sponsors or Operators (respondents) prepare initial or updated noise exposure maps and noise compatibility programs. During this Part 150 process Airport Sponsors or Operators (respondents) make publicly available the noise condition by publishing noise exposure maps and inviting consultation by the public, land use authorities in the 65, 70 and 75 decibel (dB) noise contours, Federal agencies, and aircraft user groups at the airport to review and comment on noise mitigation measures identified and studied. The Part 150 program also provides opportunities for people living in noise impacted areas to participate on technical committees and general committees.

9. Explain any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees.

There is no payment or gift to respondents.

10. Describe any assurance of confidentiality provided to respondents and the basis for the assurance in statute, regulation, or agency policy.

Respondents are given no assurance of confidentiality.

11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.

There are no questions of a sensitive nature.

12. Provide estimates of the hour burden of the collection of information. The statement should:

a) Indicate the number of respondents, frequency of response, annual hour burden, and an explanation of how the burden was estimated.

The respondents for this collection are the Airport Sponsors or Operators of public use airports and they are responsible for adhering to the requirements

established in FAA’s implementing regulations described in item 1 of this document should they chose to voluntarily participate in the Part 150 process for developing a noise compatibility program (NCP). The average time to complete the Part 150 process to develop a NCP ranges from two-five years, depending on the program category explained below. Once planning is complete, the implementation of mitigation measures outlined in a final NCP occurs in phases, over multiple years. For airports with extensive non-compatible land uses, this occurs over decades and may require revisions to NEMs/NCPs if there are any changes to airport operations as explained in item 1 of this document.

Based on a review of FAA records for NCPs and the Paperwork Reduction Act submission at OMB Control No. 2120-0517, and assuming a 2,080-hour person-year (PY), we estimate the following hour burden per collection category (i.e., highly controversial NCP, non-controversial but complex NCP, and simple, non-controversial NCP).

For programs that are **highly controversial** or contain an airport noise or access restriction, we estimate that up to two airports per year will fall into this category depending on whether an airport implemented a noise compatibility program that particular year. This means the maximum number of respondents is two airports that would prepare a new or revised program and that this type of program will take approximately 1PY of an Airport Sponsor or Operator’s time per program. Thus, we estimate a total of 4,160 person-hours (PH) (i.e., 1PY*2080 hours*2 programs/year) over the three-year period for highly controversial NCPs.

Highly Controversial NCP			
Respondents	Reporting	Recordkeeping	Disclosure
# of Respondents	1	NA	NA
# of Responses per respondent	2	NA	NA
Time per Response	2080	NA	NA
Total burden (hours)	4,160 is the total number of estimated burden hours for this collection		

For programs that are **non-controversial but complex**, we estimate that up to three airports per year will fall into this category depending on whether an airport implemented a noise compatibility program that particular year. This means the maximum number of respondents is three airports that would prepare a new or revised program and that this type of program will take approximately 1 PY of an Airport Sponsor or Operators time per program. Thus, we estimate a total 6, 240 PH (i.e., 1PY*2080*3 programs/year) over the three-year period for non-controversial but complex NCPs.

Non-Controversial But Complex NCP			
Respondents	Reporting	Recordkeeping	Disclosure
# of Respondents	1	NA	NA
# of Responses per respondent	3	NA	NA

Time per Response	2080	NA	NA
Total burden (hours)	6,240 is the total number of estimated burden hours for this collection category		

For programs that are **simple and non-controversial**, we estimate that up to 10 airports per year will fall into this category depending on whether an airport implemented a noise compatibility program that particular year. This means the maximum number of respondents is 10 airports that would prepare a new or revised program and that this type of program will take approximately 1PY of an Airport Sponsor or Operators time per program. Thus, we estimate a total of 20,800 PH (1PY*2080*10 programs/year) over the three-year period for simple, non-controversial NCPs.

Simple, Non-controversial NCP			
Respondents	Reporting	Recordkeeping	Disclosure
# of Respondents	1	NA	NA
# of Responses per respondent	10	NA	NA
Time per Response	2080	NA	NA
Total burden (hours)	20,800 is the total number of estimated burden hours for this collection category		

NCP IC Total Burden Summary		
IC Category	Respondents Reporting	Burden Hour Totals
Highly Controversial NCP	2	4,160
Non-controversial But Complex NCP	3	6,240
Simple, Non-controversial NCP	10	20,800
Total # of Responses	15	-
Total burden (hours)	31,200 is total number of estimated burden hours for all NCP information collection categories	

b) Provide estimates of annualized cost to respondents for the hour burdens for collections of information, identifying and using appropriate wage rate categories.

The annualized cost to these respondents described in item 12.a cannot be accurately determined since Airport Sponsors or Operators (respondents) salaries and noise compatibility programs vary widely across the nation and is dependent on several factors, including but not limited to, the complexity of the analysis that will be needed, airport location, and fleet mix. Based on a review of FAA records for NCPs an appropriate wage rate for calculating the respondents annualized cost for the information collection categories is \$58.70, a rate slightly above the median salary for

an FAA FG-14, pay band J, Level 4 in Fiscal Year (FY) 2024 dollars. NOTE: FAA salary information is explained in the FAA Core Compensation Plan (FV), excel file titled “Core Compensation Salary Table”, which is available on the Internet at FAA’s Benefits and Pay website: https://www.faa.gov/jobs/working_here/benefits.

Based on the sources and assumptions explained above, and assuming the wage rate includes base wage, fringe, and overhead, we estimate the respondents (i.e., Airport Sponsor or Operator) estimated annualized costs is approximately **\$1,831,440** depicted in the table and explanations below:

Airport Sponsor or Operator Estimated Annualized Cost Summary Table	
NCP IC Category	Airport Annualized Cost
Highly Controversial NCP	\$244,192
Non-controversial But Complex NCP	\$366,288
Simple, Non-controversial NCP	\$1,220,960
Totals	\$1,831,440

Highly controversial program responses involve a one person-year (PY) of an Airport Sponsor or Operator’s time per program and includes at least two programs per year or (i.e., 1PY*2 programs). 1PY is equivalent to 2080 PH of the Airport Operators time at \$58.70 per hour, thus, we estimate an annual total of \$ 244,192 (i.e., 2080 PH*\$58.70*2)

Non-controversial but complex programs with involves one PY of an Airport Sponsor or Operator’s time per program and includes at least three programs per year or (i.e., 1PY*3 programs). 1PY is equivalent to 2080 PH of the Airport Sponsor or Operators time at \$58.70 per hour, thus, we estimate an annual total of \$366,288 (i.e.,2080 PH*\$58.70*3).

Non-controversial and simple programs involve one PY of an Airport Sponsor or Operator’s time per program and includes at least 10 programs per year or (i.e., 1PY*10 programs). 1PY is equivalent to 2080 PH of the Airport Operators time at \$58.70 per hour, thus, we estimate an annual total of \$ 1,220,960 (i.e., 2080 PH*\$58.70*10).

13. Provide an estimate of the total annual cost burden to respondents or record keepers resulting from the collection of information.

The annualized costs explained in item 12.a. reflect the total annual cost burden to respondents and there are no other or additional costs to respondents resulting from this collection of information beyond base wage, fringe, and overhead.

14. Provide estimates of annualized cost to the Federal government. Also, provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses, and any other expense that would not have been incurred without this collection of information.

The annualized cost to the Federal government is based on federal employee salaries, specifically, the FAA Core Compensation Plan (FV) which is a performance-based plan where employees are assigned a pay band associated with a job category and level of responsibility. Most FAA employees are on Core Compensation Plans and while FAA is not governed by the GS pay system, the FAA Core Compensation scale is comparable to the GS scale. NOTE: FAA salary information is explained in the FAA Core Compensation Plan (FV), excel file titled “Core Compensation Salary Table”, which is available on the Internet at FAA’s Benefits and Pay website: https://www.faa.gov/jobs/working_here/benefits and the GS scale is also available on the Internet at <https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2024/GS.pdf>.

The total estimated annualized cost to the Federal government is \$313,445. This estimated annualized cost is explained below and is based on the following assumptions:

- An average hourly wage of \$56.99, based on the median salary for an FAA FG-14, pay band J, Level 4 (equivalent to GS-14 Step 5) in FY 2024 dollars and a 2,080-hour PY.
- The average hourly wage includes base wage, fringe, and overhead.

The **highly controversial programs** (up to two per year) is expected to take approximately 800 PH per program, (i.e., 400 PH for FAA Regional Office personnel participation plus 400 PH for Headquarters Office participation, 400+400 = 800) plus a contingency of another 100 PH for potentially unforeseen issues that may be difficult to resolve. Thus, the total estimated FAA PH is 1,700 (i.e., 800 PH*2 programs/year +100 PH contingency) and the total estimated cost is \$96,833 (i.e., 1700 PH*56.99/hour) for highly controversial NCPs each year.

The **non-controversial but complex programs** (up to three per year), while not controversial, are more involved and expected to take approximately 400 PH per program, (i.e., 200 PH for FAA Regional Office personnel participation and 200 PH for Headquarters Office personal participation, 200+200 = 400), plus a contingency of another 100 PH for potentially unforeseen issues that may be difficult to resolve. Thus, the total estimated FAA PH is 1,300 (i.e., 400 PH*3 programs/year + 100 PH contingency) and the total estimated cost is \$74,087 (i.e., 1300 PH*56.99/hour) for non-controversial but complex NCPs each year.

The **simple, non-controversial programs** (10 per year) is expected to take approximately 240 PH per program, (i.e., 160 PH for FAA Regional Office personnel participation plus 80 PH for Headquarters Office personal participation, 160+80 = 240), plus a contingency of another 100 PH for potentially unforeseen issues that may take additional time to review or coordinate. Thus, the total estimated FAA PH is

2,500 (i.e., 240 PH *10 programs/year + 100 PH contingency) and the total estimated cost is \$142,475 (i.e., 2,500 PH*56.99) for simple, non-controversial NCPs each year.

Federal Government Total Burden Summary		
NCP IC Category	Burden Hours	Annualized Cost
Highly Controversial NCP	1700	\$96,833
Non-controversial But Complex NCP	1300	\$74,087
Simple, Non-controversial NCP	2500	\$142,475
Totals	\$5,500	\$313,445

15. Explain the reasons for any program changes or adjustments reported in Items 13 or 14.

There were adjustments made to the annualized costs to respondents reported in Item 14 to account for FY2024 dollars. These changes were made based on agency discretion and new Department of Transportation Paperwork Reduction Act guidance and corresponding supporting statement template that were issued after the previous collection was approved. There have been no changes to the noise compatibility program statutory and regulatory requirements outlined in items 1 and 2 of this document and no additional forms or applications added since the previous collection.

16. For collection of information whose results will be published, outline plans for tabulation, and publication.

FAA posts information on the status of noise compatibility programs, approval dates. Individual airports’ Records of Approval, developed by the FAA as part of its routine decision making process for noise compatibility programs, are posted in text form on the Internet at https://www.faa.gov/airports/environmental/airport_noise/part_150/states/.

17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons that display would be inappropriate.

We are not seeking this type of approval.

18. Explain each exception to the certification statement identified in Item 19, “Certification for Paperwork Reduction Act Submissions”.

There are no exceptions.