

By the Board, Board Members Begeman, Fuchs, Oberman, Primus, and Schultz.

**Brendetta Jones,**  
Clearance Clerk.

[FR Doc. 2021-27161 Filed 12-14-21; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Naples Municipal Airport, Naples, Florida

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Naples Airport Authority for the Naples Municipal Airport under the provisions of the Aviation Safety and Noise Abatement Act and are in compliance with applicable requirements.

**DATES:** The effective date of the FAA's determination on the Noise Exposure Maps is December 9, 2021.

**FOR FURTHER INFORMATION CONTACT:** Peter Green, Federal Aviation Administration, Southern Region/Orlando Airports District Office, 8427 SouthPark Circle, Orlando, Florida 32819, (407) 487-7296.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for the Naples Municipal Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective December 9, 2021. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act ("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 operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the

introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by the Naples Airport Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in 14 CFR 150.7 includes: 2021 Existing Conditions Noise Exposure Map (Map 1 of 5); 2026 Future Conditions Noise Exposure Map (Map 2 of 5); Modeled Fixed Wing Flight Tracks, Runway 5-23 (Map 3 of 5); Modeled Fixed Wing Flight Tracks, Runway 14-32 (Map 4 of 5); Modeled Helicopter Flight Tracks, All Runways (Map 5 of 5); and the Final Noise Exposure Map Report and its appendices. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on December 9, 2021.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA's review of Noise 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 with 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 14 CFR 150.21, that the

statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination by appointment at the following location: Federal Aviation Administration, Orlando Airports District Office, 8427 SouthPark Circle, 5th Floor, Orlando, Florida 32819.

To arrange an appointment to review the Noise Exposure Maps documentation, contact Peter Green, Federal Aviation Administration, Southern Region/Orlando Airports District Office, 8427 SouthPark Circle, Orlando, FL, 32819, (407) 487-7296. Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando Airports District Office, Orlando, FL, on December 9, 2021.

**Bartholomew Vernace,**

Manager, FAA/Orlando Airports District Office.

[FR Doc. 2021-27051 Filed 12-14-21; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2010-0051]

#### Caltrain's Request for Approval To Test Crossing Optimization on Its Positive Train Control Network

**AGENCY:** Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This document provides the public with notice that on December 2, 2021, the Peninsula Corridor Joint Powers Board (Caltrain) submitted a document entitled, "Crossing Optimization Project: Test Request," Revision 1, dated November 29, 2021, to FRA. Caltrain asks FRA to approve its request so that Caltrain may field test its Crossing Optimization on track that has been equipped with positive train control (PTC) technology.

**DATES:** FRA will consider comments received by February 14, 2022. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

**ADDRESSES:** All comments should identify the agency name and Docket Number FRA-2010-0051, and may be submitted on <https://>