

150, the regulations promulgated pursuant to 49 U.S.C. 47502 and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by the Cities of Wheeling & Prospect Heights and determined the noise exposure map and accompanying documentation are in compliance with applicable requirements.

The documentation that constitutes the Noise Exposure Map includes: Figure 2–1 Airport Location Map; Figure 2–2 Airport Diagram; Table 2–1 Airport Facilities; Table 2–3 Published Arrival Procedures; Table 2–4 Published Departure Procedures; Figure 4–1 Land Use; Table 5–1 2022 and 2027 Annual Aircraft Operations; Table 5–2 2022 and 2027 AEDT Operations and Fleet; Table 5–3 2022 and 2027 AEDT Aircraft Percent Time of Day; Table 5–4 2022 Overall Runway Use; Table 5–5 2022 Modeled Runway Use by Aircraft Category; Table 5–6 2027 Modeled Runway Use by Aircraft Category; Table 5–7 Modeled Flight Track Use by Aircraft Category—Departures; Table 5–8 Modeled Flight Track Use by Aircraft Category—Arrivals; Figure 5–1 AEDT Modeled Aircraft Flight Tracks—Runway 16; Figure 5–2 AEDT Modeled Aircraft Flight Tracks—Runway 34; Figure 5–3 AEDT Modeled Aircraft Flight Tracks—Runway 12; Figure 5–4 AEDT Modeled Aircraft Flight Tracks—Runway 30; Figure 5–5 AEDT Modeled Aircraft Flight Tracks—Runway 6; Figure 5–6 AEDT Modeled Aircraft Flight Tracks—Runway 24; Figure 5–7 AEDT Modeled Aircraft Flight Tracks—All Runways; Table 6–1 Land Use Within the 2022 DNL Contours; Table 6–2 Population and Housing Units Within the 2022 DNL Contours; Figure 6–1 2022 DNL Contours; Table 6–3 Land Use Within the 2027 DNL Contours; Table 6–4 Population and Housing Units Within the 2027 DNL Contours; Table 6–5 Change in Land Use from 2022 to 2027; Table 6–6 Change in Population and Housing Units From

2022 to 2027; Figure 6–2 2027 DNL Contours; Figure 6–3 2022 and 2027 DNL Contours—North of PWK; Figure 6–4 2022 and 2027 DNL Contours—South of PWK; Appendix G 2022 Noise Exposure Map; Appendix G 2022 Aircraft Flight Tracks—Arrivals; Appendix G 2022 Aircraft Flight Tracks—Departures; Appendix G 2027 Noise Exposure Map; Appendix G 2027 Aircraft Flight Tracks—Arrivals; Appendix G 2027 Aircraft Flight Tracks—Departures required by 14 CFR 150.101 and 49 U.S.C. 47503 and 47506. This determination is effective on May 28, 2024. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C. 47503 and 47506 and procedures contained in 14 CFR part 150, appendix A. FAA's acceptance of an NEM does not constitute approval of the applicant'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 within noise exposure contours depicted on a noise exposure map, 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 contours or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506.

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 review and acceptance of a noise exposure map. 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 a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C. 47503. The FAA relied on the certification by the airport operator, under of 14 CFR 150.21 that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations:

Federal Aviation Administration
Chicago Airports District Office, 2300

Devon Avenue, Suite 312, Des Plaines, IL 60018, and Chicago Executive Airport at 1020 S. Plant Road, Wheeling, IL 60090. Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Des Plaines, Illinois on May 28, 2024.

Debra L. Bartell,

*Manager, Chicago Airports District Office,
FAA Great Lakes Region.*

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2024–0044]

Agency Information Collection Activities: Notice of Request for Reinstatement of a Previously Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for reinstatement of a previously approved information collection.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to reinstate an information collection. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by July 3, 2024.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0044 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jazmyne Lewis, (202) 366–2826, Office of Administration, Federal Highway Administration, Department of

Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590. Office hours are from 7 a.m. to 3 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: We published a **Federal Register** Notice with a 60-day public comment period on this information collection on March 27, 2024 [89 FR 21405]. There were no comments received.

Title: Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery.

OMB Control: 2125-0628.

Background: The information collection activity will garner qualitative customer and stakeholder feedback in an efficient, timely manner, in accordance with the Administration's commitment to improving service delivery. By qualitative feedback we mean information that provides useful insights on perceptions and opinions but are not statistical surveys that yield quantitative results that can be generalized to the population of study. This feedback will provide insights into customer or stakeholder perceptions, experiences, and expectations, provide an early warning of issues with service, or focus attention on areas where communication, training or changes in operations might improve delivery of products or services. These collections will allow for ongoing, collaborative, and actionable communications between the Agency and its customers and stakeholders. It will also allow feedback to contribute directly to the improvement of program management.

Feedback collected under this generic clearance will provide useful information, but it will not yield data that can be generalized to the overall population. This type of generic clearance for qualitative information will not be used for quantitative information collections that are designed to yield reliably actionable results, such as monitoring trends over time or documenting program performance. Such data uses require more rigorous designs that address: The target population to which generalizations will be made, the sampling frame, the sample design (including stratification and clustering), the precision requirements or power calculations that justify the proposed sample size, the expected response rate, methods for assessing potential non-response bias, the protocols for data collection, and any testing procedures that were or will be undertaken prior to fielding the study. Depending on the degree of influence the results are likely to have, such collections may still be eligible for submission for other generic

mechanisms that are designed to yield quantitative results. Below we provide FHWA's projected average estimates for the next three years:

Respondents: State and local governments, highway industry organizations, and the general public.

Frequency: Annually.

Estimated Average Burden per Response: The burden hours per response will vary with each survey; however, we estimate an average burden of 15 minutes for each survey.

Estimated Total Annual Burden Hours: We estimate that FHWA will survey approximately 15,000 respondents annually during the next 3 years. Therefore, the estimated total annual burden is 3,750 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, 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.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued on: May 29, 2024.

Jazmyne Lewis,
Information Collection Officer.

[FR Doc. 2024-12100 Filed 5-31-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans).

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans, that are final. The actions relate to a proposed highway project, on Interstate 80 (I-80) and United States Route 50 (US-50) in the Counties of Solano, Yolo, and Sacramento, State of California.

Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before October 31, 2024. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For Caltrans: Robert Wall, Branch Chief, Caltrans North Region Office of Environmental Management, California Department of Transportation, District 3, 703 B Street, Marysville, CA 95901 Office Hours 8 a.m.–5 p.m., Pacific time, Telephone (707) 834-2471 or email Robert.Wall@dot.ca.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that Caltrans, has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: Caltrans, in collaboration with stakeholders, proposes to construct improvements consisting of a High Occupancy Toll (HOT) 3+ lane in each direction with direct connectors, pedestrian/bicycle facilities, park-n-ride, and Intelligent Transportation System (ITS) elements along I-80 and US-50 from Kidwell Road near the eastern Solano County boundary (near Dixon), through Yolo County to West El Camino Avenue near the I-80/Interstate 5 (I-5) interchange, and to the US-50/I-5 interchange in Sacramento County. The purpose of the project, EA 03-3H900, is to ease congestion and improve freeway operation to support reliable transport of goods and services throughout the region. The total length of the project is 20.8 miles. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Assessment (FEA) and the Finding of No Significant Impact (FONSI) for the project, approved on April 30, 2024, and in other documents in the project records. The FEA, FONSI, and other project records are available by contacting Caltrans at the address provided above. The FEA and FONSI can be viewed and downloaded from the project website at: <https://>