

program for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA a noise exposure map which meets applicable regulations and which depicts non compatible land uses as of the date of submission of such map, a description of projected aircraft operations, and the ways in which such operations will affect such map. The Act requires such map 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 a noise exposure map that is found by FAA to be in compliance with the requirements of Federal Aviation Regulation (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken, or proposes, for the introduction of additional non-compatible uses.

The city of Portland, Maine submitted to the FAA, on August 31, 2005, a noise exposure map, descriptions, and other documentation that were produced during the Airport Noise Compatibility Planning (part 150) study at Portland International Jetport from December 2001 to August 2005. It was requested that the FAA review this material as the noise exposure map, as described in section 103(a)(1) of the Act, 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 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by City of Portland, Maine. The specific maps under consideration were: (1) "Figure 24. Noise Exposure Map DNL Contours for Year 2002 Operations with and without Terrain Adjustments"; (2) "Figure 26. Noise Exposure Map DNL Contours for 2007 Forecast Operations Compared to Contours for 2002 Existing Operations"; and (3) "Figure 38. Noise Compatibility Program DNL Contours for 2007 NEM"; along with the supporting documentation in Noise Exposure Map and Noise Compatibility Program Updates, August 2005. The FAA has determined that the maps for Portland International Jetport are in compliance with applicable requirements. This determination is effective on September 9, 2005.

FAA's determination on an 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 FAR part 150. Such determination 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 the program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 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 contours, or in interpreting the noise exposure map to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 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 part 150 or through FAA's review 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 the map, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Portland International Jetport, also effective on September 9, 2005. Preliminary review of the submitted material indicates that it conforms to the 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 March 8, 2006. The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be 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, 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 map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Portland International Jetport, 1001 Westbrook Street, Portland, Maine 04102.

Federal Aviation Administration, New England Region, Airports Division, ANE-600, 16 New England Executive Park, Burlington, Massachusetts 01803.

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

Dated: Issued in Burlington, Massachusetts on September 9, 2005.

LaVerne F. Reid,
Manager, Airports Division.

[FR Doc. 05-18930 Filed 9-21-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aging Transport Systems Rulemaking Advisory Committee Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee (ATSRAC).

DATES: The ATSRAC will meet October 12, 2005 from 7 a.m. to 2 p.m. PDT.

ADDRESSES: The FAA will conduct the meeting by teleconference and by Webex. The instructions for both are indicated below under the heading "Meeting Instructions."

FOR FURTHER INFORMATION CONTACT: Shirley Stroman, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470; fax (202) 267-5075; or e-mail shirley.stroman@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces a meeting of the Aging Transport Systems Rulemaking Advisory Committee. The meeting topics are listed under the "Meeting Agenda" heading of this notice. The meeting is open to the public; however, participation will be limited to the number of persons the meeting arrangements can accommodate.

The public may present written statements to the Committee by providing 20 copies to the Committee's Executive Director. Public statements at the meeting will be considered if time allows. You may contact the individual under the **FOR FURTHER INFORMATION CONTACT** heading of this notice for additional instructions if you want to file a written statement.

Meeting Agenda

The agenda topics will include—

- Harmonization Working Group 12's report;
- FAA response to ATSRAC open recommendations;
- Status of Enhanced Airworthiness Program for Airplane Systems proposed rulemaking and related Advisory Circulars; and
- Regulatory harmonization.

Meeting Instructions

Teleconference: The teleconference number for callers within the United States is 1.866.442.8714. For international callers the number is 281.540.4931. Once you are connected, you should follow the instructions at the prompts. The passcode to connect to the teleconference is 9177755#.

Webex: You may view and exchange information using a Webex connection. It is important for you to set-up your Webex access at least one hour before the meeting to avoid delays. To join the meeting using Webex, sign onto the Internet and enter the Web address given below. <https://boeing.webex.com>.

After signing on, click the "Assistance—Support" menu and enter meeting number 897 181 779. After completing the information requests, enter the following password: *agingairplane*.

If you have questions about the meeting instructions, you may contact the individual listed under the **FOR FURTHER INFORMATION CONTACT** heading of this notice.

Please keep in mind that you will be responsible for any long distance charges you may incur to connect to the meeting from outside the calling area.

Issued in Washington, DC, on September 16, 2005.

Tony Fazio,

Director, Office of Rulemaking.

[FR Doc. 05–18938 Filed 9–21–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34694 (Sub-No. 1)]

Union Pacific Railroad Company— Temporary Trackage Rights Exemption—BNSF Railway Company

AGENCY: Surface Transportation Board.

ACTION: Partial revocation of exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, revokes the class exemption as it pertains to the trackage rights described in STB Finance Docket No. 34694¹ to permit the trackage rights to expire on or about December 31, 2005, in accordance with the agreement of the parties, subject to the employee protective conditions set forth in Oregon Short Line R. Co.—Abandonment—Goshen, 360 I.C.C. 91 (1979).

DATES: This exemption is effective on October 22, 2005. Petitions to stay must be filed by October 3, 2005. Petitions to reopen must be filed by October 12, 2005.

ADDRESSES: An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34694 (Sub-No. 1) must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on T. Christopher Lewis, 1400 Douglas Street, STOP 1580, Omaha, NE 68179.

FOR FURTHER INFORMATION CONTACT: Eric Davis (202) 565–1608. [Assistance for the hearing impaired is available through Federal Information Relay Service (FIRS) at 1–800–877–8339.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, e-mail or call: ASAP Document Solutions, 9332 Annapolis Rd., Suite 103, Lanham, MD 20706; e-mail asapdc@verizon.net; telephone (202) 306–4004. [Assistance for the hearing impaired is available through FIRS at 1–800–877–8339.]

¹ On April 26, 2005, UP concurrently filed a verified notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice, served and published in the **Federal Register** on May 16, 2005 (70 FR 25883), covered the agreement by BNSF Railway Company (BNSF) to grant temporary local trackage rights to UP over a BNSF line of railroad between BNSF milepost 11.3 in UP Junction, WA, and BNSF milepost 36.0 near Sprague, WA, a distance of approximately 24.7 miles. Because the temporary trackage rights are "local" rather than "overhead" rights, they did not qualify for the Board's class exemption for temporary trackage rights at 49 CFR 1180.2(d)(8). The trackage rights operations under the exemption were scheduled to begin on May 3, 2005.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: September 15, 2005.

By the Board, Chairman Nober, Vice Chairman Buttrey, and Commissioner Mulvey.

Vernon A. Williams,

Secretary.

[FR Doc. 05–18841 Filed 9–21–05; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–55 (Sub-No. 661X)]

CSX Transportation, Inc.— Abandonment Exemption—in Raleigh County, WV

CSX Transportation, Inc. (CSXT), has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 15.12-mile line of railroad on its Southern Region, Huntington Division East, Jarrolds Valley Subdivision, between Jarrolds Valley Junction, milepost CLP 0.0, and Clear Creek, milepost CLP 15.12, at the end of the track in Raleigh County, WV. The line traverses United States Postal Service Zip Codes 25008, 25044, 25048, 25060 and 25193.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this