

capacity of the room. Interested persons may seek further information by writing: Chief, Lifesaving and Fire Safety Division, Commandant (CG-5214), U.S. Coast Guard Headquarters, Room 1308, 2100 Second Street, SW., Washington, DC 20593-0001, by calling: Mr. R. Eberly at (202) 372-1393, or by e-mail at Randall.Eberly@uscg.mil.

Dated: November 20, 2007.

Mark W. Skolnicki,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. E7-23166 Filed 11-28-07; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 5970]

Shipping Coordinating Committee; Notice of Meeting

The Subcommittee on Radio Communications and Search and Rescue of the Shipping Coordinating Committee (SHC) will conduct open meetings at 9:30 a.m. Thursday, December 13, 2007, Wednesday, January 9, February 20, March 12, and April 2, 2008. The meetings will be held in suite 1060 of the Radio Technical Commission for Maritime Services (RTCM), 1800 North Kent Street, Arlington, VA 22209. These meetings are to prepare for the 12th Session of the International Maritime Organization (IMO) Subcommittee on Radiocommunications and Search and Rescue (COMSAR) scheduled for April 6-10, 2008 in London, England.

The primary matters to be considered include:

- Global Maritime Distress and Safety System (GMDSS);
- International Telecommunication Union (ITU) Radiocommunication matters;
- Satellite services (Inmarsat and COSPAS-SARSAT);
- Matters concerning search and rescue;
- Developments in maritime radiocommunication systems and technology;
- Revision of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
- Replacements for use of NBDP (radio telex) for maritime distress and safety communications in maritime MF/HF bands;
- Guidelines for uniform operating limitations of high-speed craft; and
- Development of an e-navigation strategy.

Members of the public may attend these meetings up to the seating capacity of the rooms. Interested

persons may seek information, including meeting room numbers, by writing: Mr. Russell S. Levin, U.S. Coast Guard Headquarters, Commandant (CG-622), Jemal Building Room JR10-1216, 1900 Half Street, SW., Washington, DC 20593 or by sending e-mail to Russell.S.Levin@USCG.mil.

Dated: November 21, 2007.

Mark W. Skolnicki,

Executive Secretary, Shipping Coordinating Committee, Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program Notice Baton Rouge Metropolitan Airport, Ryan Field, Baton Rouge, LA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Greater Baton Rouge Airport District under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as “the Act”) and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On July 30, 2007, the FAA determined that the noise exposure maps submitted by the Greater Baton Rouge Airport District under part 150 were in compliance with applicable requirements. On November 13, 2007, the FAA approved the Baton Rouge Metropolitan Airport, Ryan Field noise compatibility program. Most of the recommendations of the program were approved. No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.

DATES: Effective Date: The effective date of the FAA’s approval of the Baton Rouge Metropolitan Airport, Ryan Field noise compatibility program is November 13, 2007.

FOR FURTHER INFORMATION CONTACT: Lance E. Key (ASW 615), 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise

compatibility program for Baton Rouge Metropolitan Airport, Ryan Field, effective November 13, 2007.

Under section 47504 of the Act, an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA’s approval or disapproval of FAR part 150 program recommendations is measured according to the standards expressed in part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA’s approval of an airport noise compatibility program are delineated in FAR part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing