

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 Part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

Piedmont Triad Airport Authority submitted to the FAA on May 7, 2008 Noise Exposure Maps, descriptions and other documentation that were produced during the Piedmont Triad International Airport FAR Part 150 Study conducted between March, 2003 and April 30, 2008. It was requested that the FAA review this material as the Noise Exposure Maps, as described in Section 47503 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 47504 of the Act.

The FAA has completed its review of the Noise Exposure Maps and related descriptions submitted by Piedmont Triad Airport Authority. The specific documentation determined to constitute the Noise Exposure Maps includes: Figure 5, DNL Contours Base Case NEM 2006, p. 19; Table 10, Incompatible Land Uses (2006) Piedmont Triad International Airport Based on Updated Operations Forecast, p. 20; Table 16, Incompatible Land Uses (2014) with NCP Based on Operational Alternative 2C Piedmont Triad International Airport Based on Updated Operations Forecast, p. 63; Figure 15, DNL Contour 2014 NEM with NCP Measures (Final 2014 Forecast A Alternative 2C), p. 65; Table A-3, Existing Condition (2006) Yearly Average Daily Aircraft Operations by User Group Piedmont Triad International Airport Updated Operations Forecast, p. 98; Table A-4 Existing Condition (2006) Yearly Average Daily Aircraft Operations by INM Aircraft Type Piedmont Triad International Airport Updated Operations Forecast, p. 99; Table A-5, Runway Use 2006 Piedmont Triad International Airport, p. 101; Figure A-2, Departure Flight Tracks 2006 Base Case p. 102; Figure A-3, Arrival Flight Tracks 2006 Base Case, p. 103; Table A-6, Flight Track Use-2006 Piedmont Triad International Airport, p. 104; Figure A-4, Departure Flight Tracks 2014 Base Case, p. 110; Figure A-5,

Arrival Flight Tracks 2014 Base Case, p. 111; Table A 12, Future Condition (2014) Yearly Average Daily Aircraft Operations by INM Aircraft Type Piedmont Triad International Airport Updated Operations, pp 114-115; Table A 13, Runway Use 2014 NEM with NCP (Alternative 2C) Piedmont Triad International Airport, p. 116; Figure A-6 FedEx Departure Flight Tracks NEM with NCP (Alternative 2C), p.118; Table A-14, Flight Track Use-2014 NEM with NCP (Alternative 2C) Piedmont Triad International Airport, p. 119; Table A-16, Runway Use 2014 Alternatives 2A, 2B, 2C, and 2D Piedmont Triad Airport, p.122; Figure A-9, FedEx Departure Flight Tracks Alternatives 2C, 3C, and 2D, p. 128; Table A-20 Flight Track Use-2014 Alternative 2C Piedmont Triad International Airport, p.131. The FAA has determined that these maps for Piedmont Triad International Airport are in compliance with applicable requirements. This determination is effective on June 10, 2008. 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 FAR 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 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 Section 150.21 of Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the Noise Compatibility Program for Piedmont Triad International Airport, also effective on June 10, 2008. 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 December 7, 2008.

The FAA's detailed evaluation will be conducted under the provisions of Part 150, Section 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 Maps, the FAA's evaluation of the maps, and the proposed Noise Compatibility Program are available for examination at the following locations: Federal Aviation Administration, Atlanta ADO, FAA Southern Region, 701 Columbia Avenue, Campus Bldg., Suite 2-260, College Park, GA 30337-2747.

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

Issued in College Park, Georgia, June 10, 2008.

Scott L. Seritt,

Manager, Atlanta Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for Marana Regional Airport, Marana, AZ

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Marana Regional Airport under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as 'the Act') and 14 CFR Part 150 by the Town of Marana, Arizona. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for Marana Regional Airport were in compliance with applicable requirements, effective December 7, 2007 (72 FR 71475). The proposed noise compatibility program will be approved or disapproved on or before December 3, 2008.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is June 6, 2008. The public comment period ends August 5, 2008.

FOR FURTHER INFORMATION CONTACT: Michelle Simmons, Environmental Protection Specialist, Airports Division, LAX-ADO-600.2, Federal Aviation Administration, Western Pacific Region. Mailing Address: P.O. Box 92007, Los Angeles, California, 90009-20007; Street Address: 15000 Aviation Boulevard, Hawthorne, California, 90261; Telephone Number (310) 725-3614. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for Marana Regional Airport which will be approved or disapproved on or before December 3, 2008. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for Marana Regional Airport, effective on June 6, 2008. The airport operator has requested that the FAA review this material 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 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 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 December 3, 2008.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are 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 relating to these factors, 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 maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, Planning and
Environmental Division, APP-400,
800 Independence Avenue, SW.,
Room 621 Washington, DC 20591;

Federal Aviation Administration,
Western-Pacific Region Office,
Airports Division, Room 3012 15000
Aviation Blvd, Room 3000,
Hawthorne, CA, 90261;

Federal Aviation Administration, Los
Angeles Airports District Office,
15000 Aviation Blvd, Room 3000,
Hawthorne, CA, 90261;

Charles Mangum, Aviation Director,
Marana Regional Airport, 11700 W.
Avra Valley Road, # 91, Marana,
Arizona 85633.

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

Issued in Hawthorne, California on June 6, 2008.

Mark A. McClardy,

Manager, Airports Division, AWP-600,
Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Receipt of Noise Compatibility Program and Request for Review; McCarran International Airport, Las Vegas, NV**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for McCarran International Airport (LAS) under the provisions of 49 U.S.C. 47504 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150 by Clark County, Nevada. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for LAS were in compliance with applicable requirements, effective July 10, 2007 (72 FR 40357). The proposed noise compatibility program will be approved or disapproved on or before December 6, 2008.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is June 9, 2008. The public comment period ends August 8, 2008.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, AICP, Regional Environmental Protection Specialist, Federal Aviation Administration, Western Pacific Region, P.O. Box 92007, Los Angeles, CA 90009-2007, Telephone 310/725-3615. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for LAS, which will be approved or disapproved on or before December 6, 2008. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with