

Figure 4.1, East Flow Radar Tracks; Figure 4.2, West Flow Radar Tracks; Figure 4.3, East Flow Flight Tracks; Figure 4.4, West Flow Flight Tracks; Figure 4.5, Touch and Go and Helicopter Flight Tracks; Figure 4.6, Run-up Locations; Figure 4.7, 2008 Existing Condition Noise Exposure Map; Table 5.2-1, 2013 Air Carrier & Air Taxi Operations; Table 5.2-2, 2013 Average Daily Engine Run-up Operations; Table 5.2-3, 2013 General Aviation Operations; Table 5.2-4, 2013 Military Aircraft Operations; Table 5.2-5, Summary of 2013 Flight Operations; Table 5.3-1, 2013 Future Condition Noise Exposure Estimates; Figure 5.1, 2013 Future Condition Noise Exposure Map; and, Figure 5.2, Future Condition Noise Exposure Map with Flight Tracks. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 27, 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 FAR 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 FAR Part 150, 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 at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

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

Issued in Orlando, Florida on August 27, 2008.

**William E. Farris,**

*Acting Manager, Orlando Airports District Office.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Receipt of Noise Compatibility Program and Request for Review; Mobile Regional Airport, Mobile, AL

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed amendment to the Noise Compatibility Program that was submitted for Mobile Regional Airport 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 the Mobile Airport Authority. This program was submitted subsequent to a determination by FAA that the associated Noise Exposure Maps submitted under 14 CFR Part 150 for Mobile Regional Airport were in compliance with applicable requirements effective May 1, 2006, and was published in the **Federal Register** on May 18, 2006. The proposed amendment to the Noise Compatibility Program will be approved or disapproved on or before February 21, 2009.

**DATES: Effective Date:** The effective date of the start of FAA's review of the amendment to the noise compatibility program is August 29, 2008. The public comment period ends October 29, 2008.

**FOR FURTHER INFORMATION CONTACT:** William Schuller, Federal Aviation Administration, Jackson Airports District Office, 100 West Cross Street, Jackson, Mississippi 39208, 601 664-

9883. Comments on the proposed amendment to the noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed amendment to the Noise Compatibility Program for Mobile Regional Airport which will be approved or disapproved on or before February 21, 2009. This notice also announces the availability of this amendment 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 previously approved the Noise Compatibility Program for Mobile Regional Airport. The FAA has formally received the amendment to the Noise Compatibility Program for Mobile Regional Airport, effective on August 29, 2008. The airport operator has requested that the FAA review this material and that the amended noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as part of the Noise Compatibility Program under section 47504 of the Act. Preliminary review of the submitted material indicates that the amendment 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 February 21, 2009.

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 amendment 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, the FM's evaluation of the maps, and the proposed amendment to the Noise Compatibility Program are available for examination at the following locations: Federal Aviation Administration, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, Mississippi 39208.

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

Issued in Jackson, Mississippi on August 29, 2008.

**Rans Black,**

*Manager, Jackson Airports District Office.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Announcement of Project Selections for FY 2008 Clean Fuels Grant Program Discretionary Funds**

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

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) announces the discretionary selection of projects that will be funded using the unallocated Fiscal Year (FY) 2008 Clean Fuels Grant program funds.

**FOR FURTHER INFORMATION CONTACT:** The appropriate FTA Regional Administrator for grant-specific issues (see Appendix A); or Kimberly Sledge, Office of Program Management, 202-366-2053, for general information about the Clean Fuels Grant program.

**SUPPLEMENTARY INFORMATION:**

**Clean Fuels Grant Program**

A total of \$28,753,000 million was available for discretionary allocation under the Clean Fuels Grant program in FY 2008. FTA published a notice of

funding availability (NOFA) on May 22, 2008, inviting proposals for funding under the program. The proposals that were submitted addressed a number of FTA priorities under the program, such as: Replacement of vehicles that had met their useful life, fleet expansion to improve service, and construction of clean fuels related facilities to support alternative fuel vehicles. FTA received proposals totaling over \$350 million in response to the NOFA.

In its evaluation of proposals, FTA considered the criteria specified in the NOFA as well as the productivity and efficiency of transit systems which applied for funding. FTA recognizes that there is an on-going need for critical investment in clean fuel vehicles and the facilities to support new technologies. FTA is awarding facility projects a considerable portion of the amount requested because grantees often do not receive enough funds to complete a facility project in one award. Projects selected for funding are shown in Table 1, which accompanies this announcement. The funding announced in this notice will be available for obligation until September 30, 2010.

**James S. Simpson,**  
*Administrator.*

**FEDERAL TRANSIT ADMINISTRATION**

**TABLE 1**

**FISCAL YEAR 2008 DISCRETIONARY SECTION 5308 CLEAN FUELS PROGRAM ALLOCATIONS**

State	Earmark ID	Project and Project Recipient	Allocation
California	D2008-CLNF-001	Alameda-Contra Costa Transit District (AC Transit) - Facility	4,000,000
California	D2008-CLNF-002	Los Angeles County Metropolitan Transportation Authority (LACMTA) - Facility	5,500,000
Georgia	D2008-CLNF-003	Metropolitan Atlanta Rapid Transit Authority (MARTA) - Facility	4,000,000
Michigan	D2008-CLNF-004	Capital Area Transportation Authority (CATA) - Vehicles	1,000,000
New York	D2008-CLNF-005	Metropolitan Suburban Bus Authority (MTA Long Island Bus) - Vehicles	3,293,000
New York	D2008-CLNF-006	Niagara Frontier Transportation Authority (NFTA) - Vehicles	2,520,000
Pennsylvania	D2008-CLNF-007	Pennsylvania DOT for Centre Area Transportation Authority (CATA) - Vehicles	540,000
Pennsylvania	D2008-CLNF-008	Southeastern Pennsylvania Transportation Authority (SEPTA) - Vehicles	3,000,000
Virginia	D2008-CLNF-009	Hampton Roads Transit (HRT)- Facility	2,700,000
Washington	D2008-CLNF-010	King County Department of Transportation - Metro Transit Division - Vehicles	2,200,000
<b>Total Allocation.....</b>			<b>\$28,753,000</b>

**Appendix A—FTA Regional Offices**

*Region I—Massachusetts, Rhode Island, Connecticut, New Hampshire, Vermont and Maine*

Richard H. Doyle, FTA Regional Administrator, Volpe National

Transportation Systems Center, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142-1093, (617) 494-2055.

*Region II—New York and New Jersey*

Brigid Hynes-Cherin, FTA Regional Administrator, One Bowling Green, Room

429, New York, NY 10004-1415, (212) 668-2170.