

Defense Industries Organization (DIO) (Iran) and any successor, sub-unit, or subsidiary thereof;

Hizballah and any successor, sub-unit, or subsidiary thereof;

Sokkia Singapore PTE Ltd. (Singapore) and any successor, sub-unit, or subsidiary thereof;

Army Supply Bureau (Syria) and any successor, sub-unit, or subsidiary thereof;

Syrian Air Force (Syria) and any successor, sub-unit, or subsidiary thereof;

Syrian Navy (Syria) and any successor, sub-unit, or subsidiary thereof;

Industrial Establishment of Defense (Syria) and any successor, sub-unit, or subsidiary thereof;

Challenger Corporation (Malaysia) and any successor, sub-unit, or subsidiary thereof;

Target Airfreight (Malaysia) and any successor, sub-unit, or subsidiary thereof;

Aerospace Logistics Services (Mexico) and any successor, sub-unit, or subsidiary thereof; and

Arif Durrani (Pakistan);

Accordingly, pursuant to the provisions of the Act, the following measures are imposed on these persons:

1. No department or agency of the United States Government may procure, or enter into any contract for the procurement of, any goods, technology, or services from these foreign persons;

2. No department or agency of the United States Government may provide any assistance to the foreign persons, and these persons shall not be eligible to participate in any assistance program of the United States Government;

3. No United States Government sales to the foreign persons of any item on the United States Munitions List (as in effect on August 8, 1995) are permitted, and all sales to these persons of any defense articles, defense services, or design and construction services under the Arms Export Control Act are terminated; and,

4. No new individual licenses shall be granted for the transfer to these foreign persons of items the export of which is controlled under the Export Administration Act of 1979 or the Export Administration Regulations, and any existing such licenses are suspended.

These measures shall be implemented by the responsible departments and agencies of the United States Government and will remain in place for two years from the effective date, except to the extent that the Secretary of State may subsequently determine otherwise. A new determination will be

made in the event that circumstances change in such a manner as to warrant a change in the duration of sanctions.

Dated: April 17, 2007.

Patricia A. McNerney,
Acting Assistant Secretary of State for International Security and Nonproliferation, Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Hartsfield-Jackson Atlanta International Airport, Atlanta, GA

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the City of Atlanta for Hartsfield-Jackson Atlanta International Airport under the provisions of 49 U.S.C. 47501 *et. seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed Noise Compatibility Program that was submitted for Hartsfield-Jackson Atlanta International Airport under Part 150 in conjunction with the Noise Exposure Map, and that this program will be approved or disapproved on or before October 7, 2007.

DATES: Effective Date: The effective date of the FAA's determination on the Noise Exposure Maps and of the start of its review of the associated Noise Compatibility program is April 10, 2007. The public comment period ends June 11, 2007.

FOR FURTHER INFORMATION CONTACT: Bonnie Baskin, Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Avenue, Campus Building, Suite 2-260, College Park, Georgia 30337, 404-305-7152. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This Notice announces that the FAA finds that the Noise Exposure Maps submitted for Hartsfield-Jackson Atlanta International Airport are in compliance with applicable requirements of Part 150, effective April 10, 2007. Further, FAA is reviewing a proposed Noise Compatibility Program for that Airport

which will be approved or disapproved on or before October 7, 2007. This notice also announces the availability of this Program for public review and comment.

Under 49 U.S.C., Section 47503 of the Aviation Safety and Noise Abatement Act, (the Act), and airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps 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 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.

The City of Atlanta submitted to the FAA on March 29, 2007 Noise Exposure Maps, descriptions and other documentation that were produced during the Hartsfield-Jackson Atlanta International Airport FAR Part 150 Study Noise Exposure Maps Report conducted between October 9, 2006 and April 6, 2007. 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 the City of Atlanta. The specific documentation determined to constitute the Noise Exposure Maps includes: Map A—Noise Exposure Map: 2007; Map B—Noise Exposure Map: 2012; Table 3.1, Average Daily Operations—2007; Table 3.2, Aircraft Fleet Mix—2007; Table 3.3, Percent Runway Utilization by Time of Day—2007; Table 3.4, Departure Headings—2007; Figure 3-2, NOMS Data—East Flow Tracks; Figure 3-3, NOMS Data—West Flow Tracks; Figure 3-4, 2007 East Flow Corridors; Figure 3-5, 2007 West Flow Corridors; Table 3.5, Departure Stage Length: Air Carrier Aircraft—2007; Table 3.6, Nighttime Operations—2007; Table 3.8, Noise

Contours: Estimated Population—2007; Table 3.10, Noise Levels at Noise Sensitive Sites (other than residential)—2007; Table 4.1, Average Daily Operations—Future 2012; Table 4.2, Aircraft Fleet Mix—2012; Table 4.3, Percent Runway Utilization by Time of Day—2012; Table 4.5, Noise Exposure Contours: Population—2012; and Appendix D, Runway Utilizations. The FAA has determined that these maps for Hartsfield-Jackson Atlanta International Airport are in compliance with applicable requirements. This determination is effective on April 10, 2007. 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 Hartsfield-Jackson Atlanta International Airport, also effective on April 10, 2007. 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 October 7, 2007.

The FAA's detailed evaluation will be conducted under the provisions of Part 150, Section 150.33. The primary considerations in the valuation 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 location: Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Avenue, Campus Building, Suite 2-260, College Park, Georgia 30337.

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

Issued in Atlanta, Georgia April 10, 2007.
Scott L. Seritt,
Manager, Atlanta Airports District Office.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation for Proposed Development Activities at the Juneau International Airport, Juneau, AK; Notice of Public Comment Period for the FEIS and Schedule of Public Information Meeting; Notice of New Construction Significantly Affecting Wetlands and Finding of No Practicable Alternative

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT). The U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Services (NMFS) and Alaska Department of Fish and Game (ADF&G) are cooperating agencies, by virtue of their jurisdictional authority,

expertise, and/or resources management responsibilities.

ACTION: Notice of availability of Final Environmental Impact Statement, notice of public information meeting, and notice of public comment period.

LOCATION OF THE PROPOSED ACTION: The Juneau International Airport is located within the City and Borough of Juneau (CBJ), approximately 9 miles northwest of downtown Juneau. Airport property encompasses approximately 662 acres of land. Approximately 21.3 acres of land located immediately east and west of the Airport on Mendenhall Wetlands State Game Refuge would need to be acquired for implementation of the preferred alternatives.

SUMMARY: The Federal Aviation Administration announces that a Final Environmental Impact Statement (FEIS) for Proposed Development Activities at the Juneau International Airport (JNU) has been prepared and is available for public review and comment. The FEIS includes the results of consultation with state and federal agencies regarding applicable statutes. The FEIS also discusses impacts to the base floodplain, wetlands and waters of the U.S. historic properties, essential fish habitat, wildlife, and DOT Section 4(f) resources and measures to mitigate those impacts.

The FAA is seeking comments on the FEIS, with specific attention to those sections that have been substantively updated since publication of the Draft EIS (DEIS). See **SUPPLEMENTARY INFORMATION** for a summary of the substantive changes contained in the FEIS. All comments on the FEIS are to be submitted either at the public meeting, or to SWCA Environmental Consultants, at the address shown in the section below entitled "Written Comments Should Be Sent To" or via the project Web site at <http://www.jnu-eis.org>.

SUPPLEMENTARY INFORMATION: The FAA as lead agency has prepared the FEIS for proposed development activities at the Juneau International Airport (JNU), Juneau, Alaska. These development activities include actions to:

- Bring the Airport into compliance with FAA standards for runway safety area,
- Improve navigational alignment with Runway 26 at night and during poor weather,
- Construct and use a new, larger snow removal equipment and maintenance facility,
- Develop an improved, safer, and more secure access route to the fuel farm,