

the airport. 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 take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by metropolitan Nashville Airport Board. The documentation, "Nashville International Airport Noise Exposure Map Update", that constitutes the "noise exposure maps" as defined in section 150.7 of part 150 includes: Existing (2004) Noise Exposure Map, Exhibit NEM-1; Future (2009) Noise Exposure Map, Exhibit NEB-2; Consolidated Jet Aircraft Flight Tracks, Exhibit 2; Consolidated Propeller Aircraft Flight Tracks, Exhibit 3; Tables 1-5 Existing Conditions and Tables 8-12 Future Conditions. The document also contains narrative concerning the development of the maps. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 12, 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 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 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 FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Memphis Airports District Office, 2862 Business Park Drive, Memphis, Tennessee 38118-1555 and Metropolitan Nashville Airport Authority, One Terminal Drive, Suite 501, Nashville, Tennessee 37214-4114. Questions may be directed to the individuals named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Memphis, Tennessee, April 12, 2005.

**LaVerne F. Reid,**

*Manager, Memphis Airports District Office.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Receipt of Noise Compatibility Program Update/Revised Five-Year Forecast Condition NEM and Request for Review for Lehigh Valley International Airport, Allentown, PA

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a revised noise compatibility program and revised five-year forecast condition NEM submitted by the Lehigh-Northampton Airport Authority for Lehigh Valley International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150. This program was submitted subsequent to a determination by the FAA that the associated updated noise exposure maps submitted under 14 CFR part 150 for Lehigh Valley International Airport were in compliance with applicable requirements effective May 14, 2004. The proposed noise compatibility

program update and revised five-year forecast condition NEM will be approved or disapproved on or before October 9, 2005.

**DATES:** The effective date of the start of FAA's review of the noise compatibility program update and revised five-year forecast condition is April 12, 2005. The public comment period ends, June 11, 2005.

**FOR FURTHER INFORMATION CONTACT:**

Edward S. Gabsewics, CEP, Environmental Protection Specialist, Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011, telephone (717) 730-2832. Comments on the proposed noise compatibility program update and revised five-year forecast condition NEM should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed noise compatibility program update and revised five-year forecast condition NEM for the Lehigh Valley International Airport, which will be approved or disapproved on or before October 9, 2005. This notice also announces the availability of this proposed noise compatibility program update and revised five-year forecast condition NEB 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 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 reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the noise compatibility program update and revised five-year forecast condition NEM for the Lehigh Valley International Airport, effective on April 12, 2005. It was 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 update under section 104(b) of the Act. 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 9, 2005.

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, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible 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 proposed noise compatibility program update and proposed revised five-year forecast conditions NEM for the Lehigh Valley International Airport are available for examination at the following locations: Lehigh—Northampton Airport Authority, 3311 Airport Road, Allentown, PA 18109 and Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011.

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

Issued in Camp Hill, Pennsylvania, April 12, 2005.

**Wayne T. Heibeck,**

Manager, Harrisburg Airports District Office.  
[FR Doc. 05-7827 Filed 4-19-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Flagstaff Airport, Flagstaff, AZ

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Flagstaff for Flagstaff Pulliam 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.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is April 7, 2005.

**FOR FURTHER INFORMATION CONTACT:** Michelle Simmons, Environmental Protection Specialist, Federal Aviation Administration, Western Pacific Region Headquarters, PO Box 92007, Los Angeles, California 90009, Telephone: (301) 725-3614.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Flagstaff Airport are in compliance with applicable requirements of Part 150, effective April 7, 2005. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an 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 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 take to reduce existing non-compatible uses and prevent the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by City of Flagstaff, Arizona. The documentation that constitutes the "Noise Exposure Maps" as defined in section 150.7 of Part 150 includes: Exhibit 1 "Existing Conditions (2003) Noise Exposure Map," and Exhibit 2 "Five-Year Forecast (2008) Noise Exposure Map." The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as residential, open space, commercial/office, community facilities, libraries, churches, open space, infrastructure, vacant and warehouse and those areas within the Yearly Day-Night Average Sound Level (DNL) 65, 70 and 75 noise contours. Estimates for the number of people within these contours for the year 2003 are shown in Table 4B.

Estimates of the future residential population within the 2008 noise contours are shown in Table 4D. Exhibit 3J displays the location of noise monitoring sites. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Exhibits 3E, 3F, and 3G. The type and frequency of aircraft operations (including nighttime operations) are found in Tables 3C and 3D. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 7, 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 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 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 FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Community and Environmental Needs