

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 action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office in Romulus, Michigan.

Columbus Regional Airport Authority submitted to the FAA on December 21, 2006 the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from 2005 through 2006. The Rickenbacker International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on January 25, 2007. Notice of this determination was published in the **Federal Register** on February 6, 2007 (FR Doc. 07-507 Filed 2-5-07; 8:45 am).

The Rickenbacker International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions starting in 2007. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act.

The FAA began its review of the program on January 25, 2007 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained thirteen (13) proposed actions for noise mitigation on and/or off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective July 9, 2007.

Outright approval was granted for all of the specific program elements. These elements were: Straight out departures of itinerant aircraft from Runway 23L/R until reaching 3,000 feet mean sea level before turning on course; Formalize civil noise abatement procedures which include: right turns to a 070-degree heading after departing to the northeast; and observing a preferential reverse flow runway use for civil jet aircraft; Formalize military noise abatement procedures, which include: right turns to a 070-degree heading after departing to the northeast; preferential southwest flow for touch-and-go operations; and observing preferential reverse flow use; Develop an Airport Land Use Management District (ALUMD) based on the most recent Future 60 Day-Night Average Sound Level (DNL) Noise Exposure Map/Noise Compatibility Program (NEM/NCP) noise contour, natural geographic and jurisdictional boundaries; Implement land use controls to discourage residential development and encourage airport compatible development within the ALUMD; Offer acquisition to eligible undeveloped properties within the 65-DNL noise contour of the Future (2011) NEM/NCP; For those undeveloped properties that are offered but unwilling to be acquired through LU-20, offer avigation easements to restrict the development of incompatible land uses within the 65-DNL noise contour of the Future (2011) NEM/NCP; Seek cooperation from the Board of Realtors to participate in a voluntary fair disclosure program for the property located within the ALUMD; Establish a Noise Abatement Committee; Establish/continue a noise complaint response program; Periodic review and update of the NEM and NCP; Develop a public information program to communicate information about the NCP; and Provide for updates/enhancement of the CRAA

Airport Noise & Flight Track Monitoring System.

These determinations are set forth in detail in a Record of Approval signed by the Great Lakes Region Airports Division Manager on July 9, 2007. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above at the administrative offices of the Rickenbacker International Airport, 7161 Second Street, Columbus, Ohio 43217 and Columbus Regional Airport Authority, Port Columbus International Airport, 4600 International Gateway, Columbus, Ohio. The Record of Approval also will be available on-line at [http://www.faa.gov/airports\\_airtraffic/airports/environmental/airport\\_noise](http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise).

Issued in Romulus, Michigan, July 20, 2007.

**Irene R. Porter,**

*Acting Manager, Detroit Airports District Office, Great Lakes Region.*

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**BILLING CODE 4910-13-M**

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Annual Materials Report on New Bridge Construction and Bridge Rehabilitation

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice.

**SUMMARY:** Section 1114 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59; 119 Stat. 1144) continued the highway bridge program to enable States to improve the condition of their highway bridges over waterways, other topographical barriers, other highways, and railroads. Section 1114(f) amends 23 U.S.C. 144 by adding subsection (r), requiring the Secretary of Transportation (Secretary) to publish in the **Federal Register** a report describing construction materials used in new Federal-aid bridge construction and bridge rehabilitation projects.

**DATES:** The report will be posted on the FHWA Web site no later than August 10, 2007.

**ADDRESSES:** The report will be posted on the FHWA Web site at: <http://www.fhwa.dot.gov/bridge/britab.htm>.

**FOR FURTHER INFORMATION CONTACT:** Ms. Ann Shemaka, Office of Bridge Technology, HIBT-30, (202) 366-1575, or Mr. Thomas Everett, Office of Bridge Technology, HIBT-30, (202) 366-4675,

Federal Highway Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** In conformance with 23 U.S.C. 144(r), the FHWA has produced a report that summarizes the types of construction materials used in new bridge construction and bridge rehabilitation projects. Data on Federal-aid and non-Federal-aid highway bridges are included in the report for completeness. The December 2006 National Bridge Inventory (NBI) dataset was used to identify the material types for bridges that were new or replaced within the defined time period. The FHWA's Financial Management Information System (FMIS) and the 2006 NBI were used to identify the material types for bridges that were rehabilitated within the defined time period. Currently preventative maintenance projects are included in the rehabilitation totals.

The report, which is available at <http://www.fhwa.dot.gov/bridge/britab.htm>, consists of the following tables:

- Construction Materials for New and Replaced Bridges, a summary report which includes Federal-aid highways and non-Federal-aid highways built in 2004 and 2005.

- Construction Materials for Rehabilitated Bridges, a summary report which includes Federal-aid and non-Federal-aid highways rehabilitated in 2004 and 2005.

- Construction Materials for Combined New, Replaced and Rehabilitated Bridges, a summary report which combines the first two tables cited above.

- Federal-aid Highways: Construction Materials for New and Replaced Bridges 2004, a detailed State-by-State report with counts and areas for Federal-aid bridges built or replaced in 2004.

- Non-Federal-aid Highways: Construction Materials for New and Replaced Bridges 2004, a detailed State-by-State report with counts and areas for non-Federal-aid bridges built or replaced in 2004.

- Federal-aid Highways: Construction Materials for Rehabilitated Bridges 2004, a detailed State-by-State report with counts and areas for rehabilitated Federal-aid bridges in 2004.

- Non-Federal-aid Highways: Construction Materials for Rehabilitated Bridges 2004, a detailed State-by-State report with counts and areas for rehabilitated non-Federal-aid bridges in 2004.

- Federal-aid Highways: Construction Materials for New and Replaced Bridges

2005, a detailed State-by-State report with counts and areas for Federal-aid bridges built or replaced in 2005.

- Non-Federal-Aid Highways: Construction Materials for New and Replaced Bridges 2005, a detailed State-by-State report with counts and areas for non-Federal-aid bridges built or replaced in 2005.

- Federal-aid Highways: Construction Materials for Rehabilitated Bridges 2005, a detailed State-by-State report with counts and areas for rehabilitated Federal-aid bridges 2005.

- Non-Federal-aid Highways: Construction Materials for Rehabilitated Bridges 2005, a detailed State-by-State report with counts and areas for rehabilitated non-Federal-aid bridges types in 2005.

- Federal-aid Highways: Construction Materials for New, Replaced and Rehabilitated Bridges 2004, which combines the 2004 reports on new, replaced and rehabilitated Federal-aid bridges.

- Non-Federal-aid Highways: Construction Materials for New, Replaced and Rehabilitated Bridges 2004, which combines the 2004 reports on new, replaced and rehabilitated non-Federal-aid bridges.

- Federal-aid Highways: Construction Materials for New, Replaced and Rehabilitated Bridges 2005, which combines the 2005 reports on new, replaced and rehabilitated Federal-aid bridges.

- Non-Federal-aid Highways: Construction Materials for New Replaced and Rehabilitated Bridges 2005, which combines the 2005 reports on new, replaced and rehabilitated non-Federal-aid bridges.

The tables provide data for 2 years: 2004 and 2005. The 2004 data is considered complete for new and rehabilitated bridges, with a minimal likelihood of upward changes in the totals. The 2005 data is considered partially complete for new bridges and complete for rehabilitated bridges, because many new bridges built in 2005 will not appear in the NBI until they are placed into service the following year. Therefore, next year's report will include 2005's data on new bridge construction, because the data will be complete.

Each table displays simple counts of bridges and total bridge deck area. Total bridge deck area is measured in square meters, by multiplying the bridge length by the deck width out-to-out. The data is categorized by the following material types, which are identified in the NBI: Steel, concrete, pre-stressed concrete and other. The category "Other" includes wood, timber, masonry,

aluminum, wrought iron, cast iron and other. Material type is the predominate type for the main span(s).

(Authority: 23 U.S.C. 144(r); Sec. 1114(f), Pub. L. 109-59, 119 Stat. 1144.)

Issued on: August 23, 2007.

**J. Richard Capka,**

*Federal Highway Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-29048]

#### Random Alcohol and Controlled Substance Testing; Bordentown Driver Training School, L.L.C., Doing Business as Smith & Solomon Driver Training; Application for Exemption

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of application for exemption; request for comments.

**SUMMARY:** The FMCSA announces that it has received an application from Bordentown Driver Training, L.L.C., doing business as Smith & Solomon Driver Training (Smith & Solomon), seeking an exemption from the random controlled substances and alcohol testing regulations for student drivers enrolled in its commercial motor vehicle driver training program. Under the exemption, Smith & Solomon's student drivers would not be required to undergo random controlled substances and alcohol testing while enrolled in its 4-week driver-training program. The FMCSA requests public comment on Smith & Solomon's application for exemption.

**DATES:** Comments must be received on or before October 9, 2007.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket No. FMCSA-2007-29048 using any of the following methods:

- *Web Site:* Go to <http://dmses.dot.gov/submit>. Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, Room W12-140, 1200 New Jersey Ave., SE., Washington, DC 20590.

- *Hand Delivery:* Room W12-140, Ground Floor of West Building, U.S. Department of Transportation, 1200 New Jersey Ave., SE., Washington, DC 20590, between 9 a.m. and 5 p.m.,