

11-1, 11-2, 11-3, and 13-1 through 13-3).

FAA Action: Approved. The flight tracking system must technically be able to interface with the FAA equipment and operations, and be done in compliance with FAA data download requirements. Eligibility for Federal funding and scope of the proposed project will be determined at the time of application. For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds and shall not be used for mandatory enforcement of any voluntary measure.

#### 4. Support the Implementation/Funding for the Implementation of RNAV Procedures

While Table 13-1, Summary of Recommended Measures, describes this as a single measure, the NCP describes this support in two ways. (NCP, pages 11-5 through 11-6; 11-8 and 11-9; Tables 11-1, 11-2, 11-3 and 13-1).

(a) Pages 11-5 and 11-6 suggest a curved RNAV approach to Runway 6, the "MAPUL 1 Instrument Departure Procedure (IDP) in reverse" might be feasible in the future. The NCP states "This approach would also likely provide the most benefit if implemented primarily during nighttime hours. The NCP recommendation is to "continue to monitor the potential for this type of approach and further evaluate it when the technology is more readily available." The airport sponsor recommends the FAA study advance technology navigational procedures to determine if they can be used for noise mitigation at RSW.

FAA Action: Approved as to sponsor efforts to monitor and evaluate this RNAV approach.

(b) At pages 11-8 and 11-9, the NCP evaluates "Other actions or combinations of actions which would have a beneficial noise control or abatement impact on the public." The NCP states in relevant part " \* \* \* The MAPUL-1 RNAV procedures is currently pending publication and implementation. This procedure will help reduce the potential for drift as aircraft depart Runway 24 and climb out through the Alico corridor. The MAPUL-1 RNAV procedure will allow properly equipped aircraft to make adjustments to their course as may be required to \* \* \* minimize the impacts on the surrounding residential communities." In the NCP, it is recommended that the FAA continue with the planned implementation of the MAPUL-1 RNAV procedure and

maintain support for the expansion of the RNAV program.

FAA Action: No Action Required.

#### Land Use Measures

The analysis of recommendations in Chapter 11 refers to a single land use measure described in Chapter 12 of the NCP (page 11-6, Options Required for Consideration by FAR Part 150). That recommendation is to update overlay zones and the requirements therein for Lee County.

#### 5. Update Noise Overlay Zones

During the Noise Overlay Zone Land Development Code approval process (completed in 2000), the Lee County Commission directed the Lee County Port Authority to reevaluate the overlay zone in an Update to the FAR Part 150 study to be completed by 2006. The Commission recognized that quieter aircraft were being added to the air carrier and cargo fleet mix and felt that the update should occur to determine whether the extent of the overlay zone limits and associated controls should be maintained or modified.

Proposed overlay zones are shown on Exhibit 12-2 and are for the year 2020. This is to address potential long range noise impacts and expected growth in airport operations (page 12-6). A summary of the land uses of the land uses for the four zones depicted on Exhibit 12-2 is on page 12-4. Zone B encompasses the DNL 60 dB noise contour. No new noise-sensitive land uses would be allowed. Overflights and notice of potential noise associated with the airport would apply to all development, new and existing. Land uses in Zone B compare to previous Zone 3, with the addition of public notification.

Due to the reduction in noise exposure since the last Part 150 study (approved in 1995), the zones and controls have been modified. Zones C and D (encompassing areas larger than Zone B), would include notification of potential noise and overflights. Notification will include reference to factual information about flight corridors, proposed long range airport development, and anticipated growth in operations at the airport for the 2020 timeframe (Zone C). Flight training notice would be provided for Zone D (page 12-9).

The LCPA will be proactive about publishing notification and preparing a noise notification brochure for distribution as described on page 12-10. It will provide facts about corridors and discourage noise sensitive development in the corridors (page 12-11, Exhibit 12-10). Also, LCPA will have a record

of flight corridors used, via passive radar (Measure 3 in this ROA). LCPA proposes to update forecasts in five years per Lee Plan Policy 1.7.1 or sooner if events occur to significantly alter the contours (pages 12-12 and 12-13).

(NCP, pages 12-1 through 12-13; Exhibits 12-1, 12-2, 12-3, 12-4, 12-5, 12-6, 12-7, 12-8, 12-9, and 12-10; and Tables 12-1, 12-2, and 13-1)

FAA Action: Approved. This is within the authority of the local land use jurisdictions; the Federal government does not control local land use. Outside the DNL 65 dB noise contour, FAA as a matter of policy encourages local efforts to prevent new noncompatible development immediately abutting the DNL 65 dB contour and to provide a buffer for possible growth in noise contours beyond the forecast period.

These determinations are set forth in detail in a Record of Approval signed by the FAA on May 30, 2006. 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 and at the administrative office of the Lee County Port Authority. The Record of Approval also will be available online at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Orlando, Florida on June 15, 2006.

**Bart Vernace,**

*Acting Manager, Orlando, Airports District Office.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 202: Portable Electronic Devices

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 202 Meeting: Portable Electronic Devices.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of FTCA Special Committee 202: Portable Electronic Devices.

**DATES:** The meeting will be held on July 1-14, 2006, from 9 a.m. to 4:30 p.m.

**ADDRESSES:** The meeting will be held at Conference Rooms, 1828 L Street, NW., Suite 805, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133;

Telephone (202) 833-9339; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 202 Portable Electronic Devices meeting. The agenda will include:

- July 10:
  - Co-chair's Strategy Sessions with Working Group Leaders.
  - Working Group Progress and Status Update/Plan for Terms of Reference (TOR) Compliance review.
  - Overall Review of Plan and Schedule for Phase 2.
  - Plan for Recommendation on Scoping of Picocell Assessment and Guidelines.
  - WG1, WG2, and WG3 to develop recommendations to SC-202 plenary on Mask-Like Object, recommendations to FCC on emissions, and susceptibility limits required from the aircraft systems side.
  - Working Groups Coordination.
  - Time for all working Groups to meet together if required.
  - Working Groups (WF) 1 through 5 meet.
  - WG-1, PED Characterization, Garmin Room.
  - WG-2, Aircraft Path Loss and Test, with WG-3, Aircraft Susceptibility, MacIntosh-NBAA-Hilton/ATA Room.
  - WG-4, Risk Assessment, Mitigation, and process, Colson Board Room.
  - WG-5, airplane Design and Certification Guidance, ARINC Conference Room.
  - Chairmen's Strategy session with working Group Leaders;
  - Coordinate Recommendations to Plenary: Phase 2 work plan, TOR compliance verification, and schedule.
- July 11 & 13:
  - Opening Plenary Session (Welcome and Introductory Remarks, Review Agenda, Review/Approve previous Common Plenary Summary, Review Open Action Items).
  - Results of RTCA PMC meeting June 27 on revisions to SC-202 Terms of Reference (TOR).
  - Update from Regulatory Agencies (FAA, UK-CAA, Canadian TSB, FCC, or other).
  - Update on Work of EUROCAE Working Group WG58 by Michel Crokaert of Airbus, WG58 Chairman.
  - CEA PEDs Working Group Report and plans for ANSI accredited standard by Doug Johnson of CEA.
- Update on CTIA Task Force on cell phones on airborne aircraft by Paul Guckian of QUALCOMM.
- Presentation on Active RFID Transponder NASA test results analysis by Chuck LaBerge of Honeywell.
- Presentations on Operational Ultra-WideBand (UWB) Technologies (two separate presentations are planned to describe the underlying technologies).
- Break-out sessions for Working Groups and Focus Groups on Phase 2 document draft update recommendations:
- Working Groups (WG) 1 through 5 meet.
- WG-1, PED Characterization.
- WG-2, Aircraft Path Loss and Test, with WG-3, Aircraft Susceptibility.
- WG-4, Risk Assessment, Mitigation, and process.
- WG-5, Airplane Design and Certification Guidance.
- FCC Recommendations Focus Group.
- Picocell Focus Group.
- Plan for Access to Material and Organization of Data in Appendix CD for Phase 2 Document.
- Committee Consensus on Remaining Phase 2 Work Plan, TOR Compliance Plan, and Schedule for Completion.
- July 12:
  - Co-chairs' Strategy Session with Working Group Leaders.
  - WG Progress and Status Update/Plan for (TOR) Compliance Review.
  - Overall Review of Plan and Schedule for Phase 2.
  - Working Groups Coordination.
  - Time for all Working Groups to meet, if required.
  - Working Groups Sessions.
  - WG-1, PEDs Characterization.
  - WG-2, Aircraft Path Loss and Test with WG-3, Aircraft Susceptibility.
  - WG-4, Risk Assessment, Mitigation, and Process.
  - WG-5, Airplane Design and Certification Guidance.
  - Focus Groups Sessions.
  - FCC Recommendations Focus Group.
  - Picocell Focus Group.
  - Chairmen's Strategy Session with Working Group Leaders.
  - Phase 2 Goals, Schedule, and Work Plan.
- July 13:
  - Chairmen's Day 2 Opening Remarks and Process Check.
  - Working Groups report out.
  - Each Working Group will cover the following:
    - TOR Compliance Assessment.
    - Recommendations for Plenary Consensus on FRAC Draft.
- July 14:
  - Working Groups and Focus Groups complete action items and prepare and format document for Final Review And Comment (FRAC), as required.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed at the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on June 7, 2006.

**Francisco Estrada C.,**  
RTCA Advisory Committee.

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in Maryland

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