

noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on October 16, 2006.

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 changes 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  
Division, APP-600, 800 Independence  
Avenue, SW., Washington, DC 20591.  
Federal Aviation Administration,  
Western-Pacific Region, Airports  
Division, Room 3012, 15000 Aviation  
Boulevard, Hawthorne, California  
90261.  
Federal Aviation Administration,  
Honolulu Airports District Office, 300  
Ala Moana Blvd., Rm. 7-128,  
Honolulu, HI 96850.  
Stephen Takashima, Senior Planner,  
State of Hawaii, DOT, Airports

Division, 400 Rodgers Blvd., Suite  
700, Honolulu, HI 96819-1880.

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

Issued in Hawthorne, California, on  
October 16, 2006.

**Mark McClardy,**

*Manager, Airports Division, AWP-600,  
Western-Pacific Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Solicitation of Applications for Fiscal Year (FY) 2007 Motor Carrier Safety Assistance Program (MCSAP) High Priority and New Entrant Grant Funding

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

**ACTION:** Notice.

**SUMMARY:** FMCSA announces that it has published an opportunity to apply for FY2007 MCSAP High Priority and New Entrant grant funding on the grants.gov Web site (<http://www.grants.gov>). Section 4101 of SAFETEA-LU (Pub. L. 109-59, August 10, 2005, 119 Stat. 1144) amends 49 U.S.C. 31104(a) and authorizes the Motor Carrier Safety Grants funding for FY2006 through FY2009. The authorized level of funding for MCSAP is \$197,000,000 for FY2007, which includes up to \$15,000,000 for High Priority grants and up to \$29,000,000 for New Entrant Safety Audits. High priority funds are only available for activities conducted by State agencies, local governments, and organizations representing government agencies or officials that use and train qualified officers and employees in coordination with State motor vehicle safety agencies. States and local governments are eligible to apply for New Entrant funds. All applicants must submit an electronic application package through grants.gov. To apply using the grants.gov process, the applicant must be registered with grants.gov. To register, go to [http://www.grants.gov/applicants/get\\_registered.jsp](http://www.grants.gov/applicants/get_registered.jsp). The applicant must download the grant application package, complete the grant application package, and submit the completed grant application package. This can be done on the Internet at <http://www.grants.gov/applicants/>

[apply\\_for\\_grants.jsp](#). The CFDA number for MCSAP is 20.218.

**DATES:** FMCSA will initially consider funding of applications submitted by November 30, 2006 by qualified applicants. If additional funding remains available, applications submitted after November 30, 2006 will be considered on a case-by-case basis. Funds will not be available for allocation until such time as FY2007 appropriations legislation is passed and signed into law. Funding is subject to reductions resulting from obligation limitations or rescissions as specified in SAFETEA-LU or other legislation.

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Lamm, Federal Motor Carrier Safety Administration, Office of Safety Programs, State Programs Division (MC-ESS), 202-366-6830, 400 Seventh Street, SW., Room 8314, Washington, DC 20590. Office hours are from 7:30 a.m. to 4 p.m., EST., Monday through Friday, except Federal holidays.

Issued on: October 19, 2006.

**John H. Hill,**

*Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number 2006 26112]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration,  
Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel MY WAY.

**SUMMARY:** As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2006-26112 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003),