

which will be approved or disapproved on or before June 25, 2008. This notice also announces the availability of this Program for public review and comment.

Under 49 U.S.C., section 47503 (the Aviation Safety and Noise Abatement Act (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 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 Ocala submitted to the FAA on October 2, 2007 Noise Exposure Maps, descriptions and other documentation that were produced during the Ocala International Airport FAR Part 150 Noise Study Update conducted between August 2004 and October, 2005. 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 City of Ocala. The specific documentation determined to constitute the Noise Exposure Maps includes: Figure ES-1, Existing Conditions 2005 Noise Exposure Contours; Figure ES-2, Future Conditions 2010 Noise Exposure Contours Runway Safety Area Adjustments; Table 9.1 Modeled Average Daily Aircraft Operations, Existing Conditions 2005; Table 9.2, Existing Conditions 2005 Noise Contour Interval Exposure Area, In Acres, Dwelling Units and Population, By Local Jurisdiction; Table 9.3, Modeled Average Daily Aircraft Operations, Existing Conditions 2010; Figure 9.1, Existing Conditions 2005 Noise Exposure Contours; Figure 9.2, Existing

Conditions 2005 Noise Exposure Contours Residential and Future Residential with Sensitive Receptors; Table 9.4, Five-Year Forecast Conditions 2010 Noise Exposure Area, in Acres, Dwelling Units and Population, By Local Jurisdiction; Figure 9.3 Future Conditions 2010 Noise Exposure Contours Runway Safety Area Adjustments; and Figure 9.4, Future Conditions 2010 Noise Exposure Contours Runway Safety Area Adjustments Residential and Future Residential with Sensitive Receptors. The FAA has determined that these maps for Ocala International Airport are in compliance with applicable requirements. This determination is effective on December 28, 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 Ocala International Airport, also effective on December 28, 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 June 25, 2008.

The FAA's detailed evaluation will be conducted under the provisions of 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 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 locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

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

Issued in Orlando, FL, December 28, 2007.

Krystal Hudson,

Acting Manager, Orlando Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Saint Louis County, MN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the development of a more direct and efficient roadway connection between the Cities of Hoyt Lakes and Babbitt, Saint Louis County, Minnesota and to improve connectivity across the broader East Iron Range region. Given the project area

boundaries, the alternatives studied will vary in length from 18 miles to 37 miles.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Marcus Hall, Public Works Director/Highway Engineer, Saint Louis County Public Works Department, 4787 Midway Road, Duluth, Minnesota 55811, Telephone (218) 625-3830.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with Saint Louis County Public Works Department, will prepare an EIS on a proposal to connect the Cities of Hoyt Lakes and Babbitt, Saint Louis County, Minnesota, a distance of approximately 18 to 37 miles. The proposed action is being considered to develop a more direct and efficient roadway connection between the two Cities and to improve connectivity across the broader East Iron Range region. The EIS will evaluate the social, economic, transportation and environmental impacts of alternatives, including: (1) No-Build, (2) Reconstruction on existing alignment, (3) Construction on partial new alignment, and (4) Construction on new alignment.

The "Hoyt Lakes to Babbitt Scoping Document/Draft Scoping Decision Document" will be published early in 2008. A press release will be published to inform the public of the document's availability. Copies of the scoping document will be distributed to agencies, interested persons and libraries for review to aid in identifying issues and analyses to be contained in the EIS. A thirty-day comment period for review of the document will be provided to afford an opportunity for all interested persons, agencies and groups to comment on the proposed action. A public scoping meeting will also be held during the comment period. Public notice will be given for the time and place of the meeting. After the scoping comment period has closed, the "Hoyt Lakes to Babbitt Scoping Decision Document" will be published in the spring of 2008. A Draft EIS will be prepared based on the outcome of and closely following the scoping process. The Draft EIS will be available for agency and public review and comment. In addition, a public hearing will be held following completion of the Draft EIS. Public Notice will be given for the time and place of the public hearing on the Draft EIS. Coordination has been initiated and will continue with appropriate Federal, State and local agencies and private organizations and citizens who have previously expressed

or are known to have an interest in the proposed action. "Participating agencies" have been identified and a meeting will be held in February or March, 2008 to discuss the project and receive input on the "purpose and need" for the project and range of alternatives to be studied in the Draft EIS. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 28, 2007.

Cheryl B. Martin,

Environmental Engineer, Federal Highway Administration, St. Paul, Minnesota.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

**Environmental Impact Statement;
Stearns County, MN**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the construction of a new roadway located between County State Aid Highway (CSAH) 4/CSAH 133 in St. Joseph and Trunk Highway (TH) 15 in Waite Park, a distance of approximately 7 miles, in the St. Cloud Metropolitan Area, Stearns County, Minnesota.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, Suite 500, 380 Jackson Street, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Mitchell Anderson, P.E., Stearns County Engineer, Stearns County Department of Highways, P.O. Box 246, St. Cloud, Minnesota 56302, Telephone (320) 255-6180.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with Stearns County Department of Highways, will prepare an EIS to identify a new safe and efficient minor arterial

transportation corridor within the greater southwest St. Cloud Metropolitan Area that can be preserved for future use in an area of planned growth. The proposed roadway is located between CSAH 4/CSAH 133 in St. Joseph to TH 15 in Waite Park, a distance of approximately 7 miles, in Stearns County, Minnesota. The purpose of the proposed project is to enhance mobility, enhance connectivity to regional corridors, and support the economic and social needs for the growing southwest St. Cloud Metropolitan Area by providing infrastructure support and accessibility to the planned growth areas of the communities of St. Joseph and Waite Park.

The EIS will evaluate the social, economic, transportation and environmental impacts of alternatives, including: (1) No-Build and (2) "Build" alternatives with variations in the location of the alignment.

The "St. Cloud Metro Area Southwest Beltway Scoping Document/Draft Scoping Decision Document" will be published in early spring of 2008. A press release will be published to inform the public of the document's availability. Copies of the scoping document will be distributed to agencies, interested persons and libraries for review to aid in identifying issues and analyses to be contained in the EIS. A thirty-day comment period for review of the document will be provided to afford an opportunity for all interested persons, agencies and groups to comment on the proposed action. A public scoping meeting will also be held during the comment period. Public notice will be given for the time and place of the meeting. After the scoping comment period has closed, the "St. Cloud Metro Southwest Beltway Scoping Decision Document" will be published in 2008. A Draft EIS will be prepared based on the outcome of and closely following the scoping process. The Draft EIS will be available for agency and public review and comment. In addition, a public hearing will be held following completion of the Draft EIS. Public Notice will be given for the time and place of the public hearing on the Draft EIS. Coordination has been initiated and will continue with appropriate Federal, State and local agencies and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action. "Participating agencies" have been identified and a meeting will be held in February or March 2008 to discuss the project and receive input on the "purpose and need" for the project and range of