

DOT Form 2309-1. Office of Small and Disadvantaged Business Utilization
U.S. Department of Transportation
Short Term Lending Program
Certification Regarding Debarment,
Suspension. The PL must not currently
be debarred or suspended from
participation in a government contract
or delinquent on a government debt by
submitting this form.

Respondents: 100.

Frequency: Once.

Estimated Average Burden per

Response: 15 minutes.

Estimated Total Annual Burden

Hours: 25 hours.

Issued in Washington, DC on March 6,
2012.

Brandon Neal,

*Director, Office of Small and Disadvantaged
Business Utilization, Office of the Secretary.*

[FR Doc. 2012-5750 Filed 3-8-12; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program for W.K. Airport, Battle Creek, MI

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Battle Creek, Michigan, under the provisions of 49 U.S.C. 47501 *et seq.* (formerly the Aviation Safety and Noise Abatement Act, hereinafter referred to as “the Act”) and 14 Code of Federal Regulations (CFR) Part 150 (hereinafter referred to as “Part 150”). On November 1, 2011, the FAA determined that the noise exposure maps submitted by the City of Battle Creek, Michigan, under Part 150 were in compliance with applicable requirements. On February 16, 2012, the FAA approved the W.K. Kellogg Airport noise compatibility program. All of the recommendations of the program were approved. No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.

DATES: *Effective Date:* The effective date of the FAA’s approval of the Noise Compatibility Program for W.K. Kellogg Airport is February 16, 2012.

FOR FURTHER INFORMATION CONTACT:
Katherine S. Delaney, 11677 S. Wayne
Road, Suite 107, Romulus, Michigan;
Email: Katherine.S.Delaney@faa.gov;
Phone: 734-229-2900. Documents

reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for W.K. Kellogg Airport, effective February 16, 2012.

Under section 47504 of the Act, an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA’s approval or disapproval of Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

- a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of Part 150;
- b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing 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 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. Prior to an FAA decision on a request to implement the action, an environmental review of the proposed action may be required. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program or a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under applicable law contained in Title 49 U.S.C. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Romulus, Michigan.

The W.K. Kellogg Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from 2009 to the year 2015. 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 November 1, 2011 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, seven proposed actions for noise abatement, noise mitigation, land use planning and program management on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and Part 150 have been satisfied. The overall program was approved by the FAA, effective February 16, 2012.

Outright approval was granted for seven specific program measures. The measures that were approved were for voluntary acquisition of residential units within the 65 DNL; sound attenuate eligible existing homes within the 65 DNL; construct a ground run-up enclosure; recommend jurisdictions implement land use controls; develop/implement a fly quiet program; continue the study input committee; and review and update the Part 150 Study as needed.

These determinations are set forth in detail in a Record of Approval signed by the Great Lakes Airports Division Manager on February 16, 2012. 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 offices of the W.K. Kellogg Airport, Mr. Lawrence Bowron, 15551 S. Airport Road, Battle Creek, MI 49015. The Record of Approval will also be available on-line at: http://www.faa.gov/airports/airtraffic/airports/environmental/airport_noise/part_150/states/.

Issued in Romulus, Michigan on February 17, 2012.

John L. Mayfield, Jr.,

Manager, Detroit Airports District Office.

[FR Doc. 2012-5701 Filed 3-8-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering and Development Advisory Committee

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development (R,E&D) Advisory Committee.

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Meeting.

Name: Research, Engineering & Development Advisory Committee.

Time and Date: April 18, 2012—9:30 a.m. to 4 p.m.

Place: Federal Aviation Administration, 800 Independence Avenue SW—Round Room (10th Floor), Washington, DC 20591.

Purpose: The meeting agenda will include receiving from the Committee guidance for FAA's research and development investments in the areas of air traffic services, airports, aircraft safety, human factors and environment and energy. Attendance is open to the interested public but seating is limited. Persons wishing to attend the meeting or obtain information should contact Gloria Dunderman at (202) 267-8937 or

gloria.dunderman@faa.gov. Attendees will have to present picture ID at the security desk and be escorted to the Round Room. Members of the public may present a written statement to the Committee at any time.

Issued in Washington, DC on February 24, 2012.

Wilson Felder,

Director, William J. Hughes Technical Center.

[FR Doc. 2012-5690 Filed 3-8-12; 8:45 a.m.]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Space Transportation Infrastructure Matching Grants Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request for grant proposals for the Space Transportation Infrastructure Matching Grants Program.

SUMMARY: This notice solicits Fiscal Year (FY) 2012 grant proposals to continue the development of a Commercial Space Transportation infrastructure system that supports the National Space Policy and Congressional intent. Begun in 2010, the program supports the Commercial Space Transportation industry by identification, prioritization, and funding for Commercial Space Transportation infrastructure projects. This program has been previously referred to as the Commercial Space Transportation Grants Program.

The FAA/AST intends to continue funding the Space Transportation Infrastructure Matching Grants Program for FY 2012. However, funding has not been determined at this time. In order for the FAA/AST to swiftly execute grant awards within FY 2012, should funding be available, the FAA/AST is requesting grant applications at this time. The FAA/AST intends to receive, process, and evaluate the applications in a timely manner, and in accordance with the notional schedule listed below,

so should there be available funding, the recipients will already be selected and the awards can be made within FY 2012. There remains the possibility that no funds will be available in FY 2012 for the Space Transportation Infrastructure Matching Grants Program. If no funds are available, no grant applications submitted in response to this Notice will be approved and funded.

This Notice will be the only solicitation made for FY 2012 projects and proposals. The FAA/AST will review and evaluate all applications for a grant received by the deadline, pursuant to 51 U.S.C. Chapter 511. The FAA/AST may make one or more grant awards based upon its evaluations of the submissions. All grants awarded under the Space Transportation Infrastructure Matching Grants Program are discretionary awards. Projects to be funded under the Space Transportation Infrastructure Matching Grants Program must carry out commercial space transportation infrastructure development, as defined in 51 U.S.C. 51101.

DATES: In order for the FAA/AST to award funds (if appropriated) before the end of FY 2012, the following notional schedule is provided.

Submission Open Period Opens: March 8, 2012.

Submission Open Period Closes: May 11, 2012.

Review, Selection, and Approval Period: May 14, 2012 to June 1, 2012.

Announcement: July 17, 2012.

ADDRESSES: Applicants can get more information about the Space Transportation Infrastructure Matching Grants Program, to include a checklist for the submission package, by:

1. Accessing the Office of Commercial Space Transportation Web site at:

<http://www.faa.gov/go/ast>; or

2. Contacting Julie Price or Glenn Rizner, AST-100, for program questions; or

3. Contacting Greg Carter, AGC-510, for legal questions.

	Office	Fax	Email
Julie Price	202-493-5486	202-267-5463	Julie.Price@faa.gov .
Glenn Rizner	202-267-3194	202-267-5463	Glenn.Rizner@faa.gov .
Greg Carter	202-267-3186	202-267-5261	Greg.Carter@faa.gov .

SUPPLEMENTARY INFORMATION:

Background

The Space Transportation Infrastructure Matching Grants Program is intended to "ensure the resiliency of

the space transportation infrastructure in the United States." To help further establish United States' Commercial Space Transportation-related goals, Congress established the Space Transportation Infrastructure Matching

Grants Program, now found in 51 U.S.C. Chapter 511—Space Transportation Infrastructure Matching Grants. Congressional authorization was established FY 1994 for the use of Federal monies to fund up to fifty