

documentation that were produced during the Orlando Executive Airport FAR Part 150 Noise and Land Use Compatibility Study conducted between November, 2003 and December, 2006. 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 the Greater Orlando Airport Authority. The specific documentation determined to constitute the Noise Exposure Maps includes: Exhibit B—2006 Noise Contour and Existing Land Use; Exhibit C—2011 Noise Contour and Future Land Use; Table 7-1, 2004 Annual Operations; Table 7-2, 2004 Fleet Mix; Table 7-3, 2004 Fleet Mix—Operations Per Day; Table 7-4, Projected Annual Operations; Table 7-5, 2009 Fleet Mix; Table 7-6, 2009 Fleet Mix—Operations Per Day; Table 7-7, Runway Use Percentages; Exhibit 7-4, West Flow Track Use Percentages; Exhibit 7-5, East Flow Flight Corridors; Exhibit 7-6, Touch and Go Flight Tracks; Exhibit 7-7, Helicopter Flight Tracks; Table 7-8, 2004 and 2009 Arrival Corridor Percentages; Table 7-9, 2004 and 2009 Departure Corridor Percentages; Table 7-10, 2004 and 2009 Local Pattern Percentages; Table 7-11, 2004 and 2009 Time of Day Percentages by Aircraft Category; Exhibit 8-3, 2004 Noise Contours and Existing Land Use; Exhibit 8-4, 2009 Noise Contours and Future Land Use; Exhibit 8-5, Community Facilities; Table 8-3, DNL Noise Levels at Community Facilities; Table 8-4, Estimated Population within 2004 and 2009 Noise Contours; Map A—2006 Noise Exposure Map; Map B—2011 Noise Exposure Map. The FAA has determined that these maps for Orlando Executive Airport are in compliance with applicable requirements. This determination is effective on December 31, 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 Orlando Executive Airport, also effective on December 31, 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 28, 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, Florida, December 31, 2007.

Juan C. Brown,

Acting Manager, Orlando Airports District Office.

[FR Doc. 08-4 Filed 1-4-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Ocala International Airport; Ocala, FL

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the City of Ocala for Ocala International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed Noise Compatibility Program that was submitted for Ocala International Airport under Part 150 in conjunction with the Noise Exposure Map, and that this program will be approved or disapproved on or before June 25, 2008.

EFFECTIVE DATE: The effective date of the FAA's determination on the Noise Exposure Maps and of the start of its review of the associated Noise Compatibility Program is December 28, 2007. The public comment period ends February 26, 2008.

FOR FURTHER INFORMATION CONTACT:

Lindy McDowell, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822, 407-812-6331. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This Notice announces that the FAA finds that the Noise Exposure Maps submitted for Ocala International Airport are in compliance with applicable requirements of Part 150, effective December 28, 2007. Further, FAA is reviewing a proposed Noise Compatibility Program for that Airport

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