

Airport, 2939 Terminal Drive, Second Floor Administration, Hebron, KY 41048.

FOR FURTHER INFORMATION CONTACT: Mr. Michael Thompson, Program Manager, Federal Aviation Administration, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, TN 38118. The application may be reviewed in person at this same location, by appointment.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the request to change the use of property at the Cincinnati/Northern Kentucky International Airport, Covington, KY, under the provisions of AIR 21 (49 U.S.C. 47107(h)(2)).

On November 4, 2008, the FAA determined that the change of use of property at Cincinnati/Northern Kentucky International Airport, submitted by the airport sponsor, meets the procedural requirements of the Federal Aviation Administration. The FAA may approve the request, in whole or in part, no later than December 31, 2008.

The following is a brief overview of the request:

The County of Kenton, Kentucky and The Kenton County Airport Board, owners of the Cincinnati/Northern Kentucky International Airport, are proposing a permanent slope easement, changing the use of approximately .583 acres of airport property from aeronautical use to non-aeronautical use so the property can be used to accommodate a maintainable slope for an adjoining residential development.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon appointment and request, inspect the request, notice and other documents germane to the request in person at the Cincinnati/Northern Kentucky International Airport.

Issued in Memphis, TN on November 4, 2008.

Phillip J. Braden,

Manager, Memphis Airports District Office, Southern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Waterbury-Oxford Airport, Oxford, CT

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure map for Waterbury-Oxford Airport, as submitted by the Connecticut Department of Transportation under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150, is in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Waterbury-Oxford Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before May 5, 2009.

DATES: *Effective Date:* The effective date of the FAA's determination on the noise exposure map and of the start of its review of the associated noise compatibility program is November 6, 2008. The public comment period ends on January 5, 2009.

FOR FURTHER INFORMATION CONTACT: John C. Silva, Federal Aviation Administration, New England Region, Airports Division, ANE-600, 12 New England Executive Park, Burlington, Massachusetts 01803.

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 map submitted for Waterbury-Oxford Airport is in compliance with applicable requirements of Part 150, effective November 6, 2008. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before May 5, 2009. This notice also announces the availability of this program for public review and comment.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA a noise exposure map which meets applicable regulations and which depicts non-compatible land uses as of the date of submission of such

map, a description of projected aircraft operations, and the ways in which such operations will affect such map. The Act requires such map 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 a noise exposure map that is found by FAA to be in compliance with the requirements of Federal Aviation Regulation (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken, or proposes, for the introduction of additional non-compatible uses.

The Connecticut Department of Transportation submitted to the FAA, on October 9, 2008, a noise exposure map, descriptions, and other documentation that were produced during the Airport Noise Compatibility Planning (Part 150) study at Bradley International Airport from September 2004 to October 2008. It was requested that the FAA review this material as the noise exposure map, as described in Section 103(a)(1) 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 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Connecticut Department of Transportation. The specific maps under consideration were Figures 5-7, (2007 Baseline Noise Contours), 5-8 (2012 Baseline Noise Contours) and 5-9 (2012 NCP Noise Contours), along with the supporting documentation in *Noise Exposure Map and Noise Compatibility Program: Volume 1*. The FAA has determined that the maps for Bradley International Airport are in compliance with applicable requirements. This determination is effective on November 6, 2008.

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 103 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 map to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 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 a noise exposure map. 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 the map, or with those public agencies and planning agencies with which consultation is required under Section 103 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.

The FAA has formally received the noise compatibility program for Bradley International Airport, also effective on November 6, 2008. 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 May 5, 2009. The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 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 map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Waterbury-Oxford Airport, 300 Christian Street, Oxford, Connecticut 06483.

Federal Aviation Administration, New England Region, Airports Division, ANE-600, 16 New England Executive Park, Burlington, Massachusetts 01803.

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

Issued in Burlington, Massachusetts, on November 6, 2008.

LaVerne F. Reid,

Manager, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In September 2008, there were 10 applications approved. This notice also includes information on two applications, approved in August 2008, inadvertently left off the August 2008 notice. Additionally, nine approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Erie Regional Airport Authority, Erie, Pennsylvania.

Application Number: 08-07-U-00-ERI.

Application Type: Use PFC revenue.

PFC Level: \$4.50.

Total PFC Revenue Approved for Use in This Decision: \$10,219,437.

Charge Effective Date: May 1, 2006.

Estimated Charge Expiration Date: May 1, 2024.

Class of Air Carriers not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved for use: Runway 6/24 extension and runway safety area.

Decision Date: August 29, 2008.

FOR FURTHER INFORMATION CONTACT: Lori Ledeborn, Harrisburg Airports District Office, (717) 730-2835.

Public Agency: Erie Regional Airport Authority, Erie, Pennsylvania.

Application Number: 08-08-C-00-ERI.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$589,960.

Earliest Charge Effective Date: May 1, 2024.

Estimated Charge Expiration Date: February 1, 2025.

Classes of Air Carriers not Required to Collect PFC's: Non-scheduled on-demand air carriers.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Erie International Airport.

Brief Description of Projects Approved for Collection and Use: Terminal expansion and runway environmental assessment.

Runway environmental assessment, benefit cost analysis, apron design and runway safety area.

Additional environmental assessment, wetlands mitigation, and project formulation.

Quality control.

Flight information display system.

Obstruction removal.

Obstruction removal phase II.

Install emergency communication system.

Crack sealing and airside marking.

Upgrade security systems.

Acquire safety equipment.

Server/installation.

Water service upgrade.

Airport signage.

Boarding area renovations.

Security renovations.

Terminal plan.

Miscellaneous terminal improvements.

Benches and receptacles.

Security evaluation.

Emergency generator, phase II.

Emergency generator, phase III.

Air conditioning unit—main lobby.

PFC application preparation.

Brief Description of Disapproved Project: Energy management system.

Determination: The FAA determined that the project did not meet eligibility requirements.

Decision Date: August 29, 2008.

FOR FURTHER INFORMATION CONTACT: Lori Ledeborn, Harrisburg Airports District Office, (717) 730-2835.

Public Agency: City of Monroe, Louisiana.

Application Number: 08-03-C-00-MLU.