

use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator, as prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR 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, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Seattle Airports District Office in Renton, Washington. Boise Air Terminal/Gowen Field submitted to the FAA on September 9, 2004, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from 2002 through 2004. The Boise Air Terminal/Gowen Field noise exposure maps were determined by FAA to be in compliance with applicable requirements on August 12, 2005. Notice of this determination was published in the **Federal Register** on August 23, 2005 (FR Volume 70, Number 162, pages 49360–49361).

The Boise Air Terminal/Gowen Field study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from 2004 through 2009. 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 August 12, 2005, 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.

The submitted program contained 32 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part

150 have been satisfied. The FAA, therefore, approved the overall program, effective February 8, 2006.

Outright approval was granted for 30 program elements. Noise Abatement Measure 6—Downwind Arrival Flight Tracks was disapproved. The measure was disapproved because no demonstrable noise benefit would accrue if this measure were implemented on a voluntary basis. Vectoring aircraft to south downwind would create operational issues. The aircraft would have to be blended with south traffic and have to be kept clear of departing traffic. The new result would be increased workload, risk of error, and increased flying time and cost for users. Noise Abatement Measure 7—Flight Management System (FMS)/Global Positioning System (GPS) Flight Procedures for 1–84 was also disapproved. The NCP did not demonstrate noise benefits for this measure, even assuming 100 percent compliance. Many aircraft presently are not equipped to carry out FMS/GPS procedures, so the compliance rate is unrealistic. Also, the FAA still would need to develop airport-specific procedures, which would take some time to study and determine their feasibility. This recommendation is more appropriate to pursue outside of the Part 150 process to determine local feasibility and possible inclusion in future updates.

These determinations are set forth in detail in a Record of Approval signed by the Associate Administrator of Airports on February 8, 2006. 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 Boise Air Terminal/Gowen Field. The Record of Approval also will be available online at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

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Issued in Renton, Washington, on February 23, 2006.

**Lowell H. Johnson,**

*Manager, Airports Division, Northwest Mountain Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; St. Lucie County International Airport; Fort Pierce, FL

**AGENCY:** Federal Aviation Administration, DOT.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by St. Lucie County for St. Lucie County 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 St. Lucie County International under part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before August 22, 2006.

**DATES:** 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 February 23, 2006. The public comment period ends April 24, 2006.

**FOR FURTHER INFORMATION CONTACT:** Ms. Lindy McDowell, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, FL 32822, (407) 812-6331, Extension 130. 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 St. Lucie County National Airport are in compliance with applicable requirements of part 150, effective February 23, 2006. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before August 22, 2006. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C. 48503 (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "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 Federal Aviation Regulations (FAR) 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 percent the introduction of additional non-compatible uses.

St. Lucie County submitted to the FAA on December 21, 2005 noise exposure maps, descriptions and other documentation that were produced during the St. Lucie County International Airport Part 150 Noise Compatibility Study Update conducted between August, 2003 and December, 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 measure, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47503 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by St. Lucie County. The specific documentation determined to constitute the noise exposure maps includes: "Existing Conditions 2005 Noise Exposure Contours" (Figure 10.1) and "Figure Conditions 2010 Noise Exposure Contours" (Figure 10.2) along with Table 5.2, "Runway Use Rates, by Runway End and Aircraft Type, Existing Conditions, 2005, St. Lucie International Airport", Table 5.3 "Runway Use Rates, by Runway End and Aircraft Type, Future Conditions with New Parallel Runway, 2010, St. Lucie International Airport", Table 5.4, "Flight Track Utilization Rates, Base Case Year 2005, St. Lucie County Intl. Airport", Figure 5.4, "Corporate Jet Arrival Tracks", Figure 5.5a, "Runway 9 Existing Piston Arrival Tracks", Figure 5.5b, "Runway 27 Existing Piston Arrival Tracks", Figure 5.5c, "Runway 14, Existing Piston Arrival Tracks", Figure 5.5d, "Runway 32 Existing Piston Arrival Tracks", Figure 5.6, "Existing Jet Departure Tracks", Figure 5.7, "Existing Piston Departure Tracks", Figure 5.8a, "Existing Runway 9 Pattern Tracks", Figure 5.8b, "Existing Runway 27 Pattern Tracks", Figure 5.10a, "Proposed Runway 9L Pattern Tracks",

Figure 5.9b, "Runway 32 Pattern Tracks", Figure 5.9a, "Runway 14 Pattern Tracks", Figure 5.10b, "Proposed Runway 27R Pattern Tracks", Table 5.5, "Historical Total Airport Operations, by Type, Year 2003", Table 5.6, "Forecast of Airport Operations, by Type, Calendar Year 2003—Forecast Year 2010, St. Lucie County Intl. Airport", Table 5.7, "Airport Operations, by time of Day, Calendar year 2003, St. Lucie County Intl. Airport", Table 5.8, "Base Year (2005) and Five-Year Forecast (2010) Operations, by Aircraft Type, St. Lucie County Intl. Airport", Figure 8.1, "2005 Existing Land use with Noise Sensitive Receptors", Table 10.1 "Modeled Average Daily Aircraft Operations, Existing Conditions 2005", Table 10.2, "Existing Conditions 2005 Noise Contour Interval Exposure Area, in Acres, Dwelling Units and Populations, by Local Jurisdiction, St. Lucie International Airport", Table 10.3 "Modeled Average Daily Aircraft Operations, Future Conditions 2010, St. Lucie International Airport", and Table 10.4, "Five-Year Forecast Conditions 2010 Noise Exposure Area, in Acres, Dwelling Units and Population, by Local Jurisdiction, St. Lucie International Airport". The FAA has determined that these maps for St. Lucie County International Airport are in compliance with applicable requirements. This determination is effective on February 23, 2006. 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 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 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 § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for St. Lucie County International Airport, also effective on February 23, 2006. 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 August 22, 2006.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 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 Dr., 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, February 23, 2006.

**W. Dean Stringer,**

*Manager, Orlando Airports District Office.*

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