

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 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 a 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 under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The City of Portland submitted to the FAA, on August 31, 2005, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from December 2001 to August 2005. The Portland International Jetport noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 9, 2005. Notice of this determination was published in the **Federal Register** on September 22, 2005.

The Portland International Airport Jetport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 2007. The City of Portland requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on September 9, 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 flight procedures for noise control).

Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 13 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 Acting Associate Administrator therefore approved the overall program effective March 8, 2006.

Of the 13 proposed program elements, all were approved. The 13 program elements include new FMS/RNAV flight procedures, greater use of airspace over the Fore River for departures from Runway 11 and arrivals to Runway 29, a reduction in early left turns for aircraft departing Runway 29, runway use recommendations for Federal Express air cargo operations, increased use of Runway 11–29 over Runway 18–36, coordinated efforts with surrounding communities to reduce incompatible land use development, a new flight track monitoring system, periodic recalculation of noise exposure, establishment of engine run-up procedures, continued work with Federal Express to encourage conformance with noise abatement measures, a request that Brunswick Naval Air Station flight units curtail practice instrument operations at PWM, continued meetings with the Noise Advisory Committee, and attendance at meetings of local homeowner associations.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator on March 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 Portland International Jetport, Portland, Maine.

Dated: Issued in Burlington, Massachusetts on April 21, 2006.

LaVerne Reid,

Manager, Airports Division, New England Region.

[FR Doc. 06–4327 Filed 5–08–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Programmatic Environmental Impact Statement: Launches and Reentries Under an Experimental Permit

AGENCY: Federal Aviation Administration (FAA), Office of Commercial Space Transportation.

ACTION: Notice of extension of scoping for the Programmatic Environmental Impact Statement (PEIS) for Experimental Permits.

SUMMARY: On March 27, 2006, the FAA published a Notice of Intent to prepare a PEIS for Experimental Permits in the **Federal Register** (71 FR 15251). The FAA has decided to extend the scoping period for the preparation of the PEIS to June 2, 2006. All comments received by June 2, 2006 will be considered in the preparation of the Draft PEIS.

FOR FURTHER INFORMATION CONTACT: Questions regarding this notice may be directed to Ms. Stacey M. Zee, FAA Environmental Specialist, c/o ICF Consulting, 9300 Lee Highway, Fairfax, VA 22031; via E-mail *PEIS-Experimental-Permits@icfconsulting.com*; or via fax at 703–934–3951. Envelopes and the subject line of e-mails or faxes should be labeled “Scoping for the Experimental Permits PEIS.”

Herbert Bachner,

Manager, Space Systems Development Division.

[FR Doc. E6–7049 Filed 5–8–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Availability of Record of Decision for the Final Environmental Impact Statement, Phoenix Sky Harbor International Airport, Phoenix, Maricopa County, AZ

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for Record of Decision.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it has published a Record of Decision (ROD) for the Final Environmental Impact Statement (FEIS) that evaluated a proposed Airport Development Program at Phoenix Sky Harbor International Airport (PHX), Phoenix, Maricopa County, Arizona.

FOR FURTHER INFORMATION CONTACT:

Jennifer Mendelsohn, Environmental Protection Specialist, AWP-621.6, Airports Division, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Los Angeles, California 90009-2007, Telephone: 301/725-3637.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has completed and is publishing its Record of Decision for the proposed Airport Development Program at Phoenix Sky Harbor International Airport. FAA had published its FEIS on February 10, 2006. The FEIS was prepared by the FAA pursuant to the National Environmental Policy Act of 1969 and assessed the potential impact of the proposed Airport Development Program, as well as the No Action Alternative where no improvements at the airport would be made. The FAA accepted comments on the FEIS and these comments along with FAA responses are included in an appendix to the ROD.

The FAA selected the Airport Development Program (ADP) as the preferred alternative in meeting the purpose and need for improvements at the airport. The ADP Alternative includes demolition of Terminal 2 and ancillary facilities, construction and operation of a 33-gate West Terminal Complex and related construction of access roads, concourses, aprons, airline areas and structural and surface parking areas, modifications to Terminal 4, Concourse N4 International Gates, construction and operation of two crossfield Taxiways Uniform "U" and Victor "V", realignment of Sky Harbor Boulevard, construction and operations of the Automated People Mover (APM) Stage 2, including acquisition of approximately sixteen acres of land to accommodate the proposed APM maintenance control and storage facility and APM station to connect with the Valley Metro Light Rail.

Copies of the ROD are available for public review at the following locations during normal business hours: U.S. Department of Transportation, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, California 90261.

U.S. Department of Transportation, Federal Aviation Administration, National Headquarters, Community and Environmental Needs Division, 800 Independence Avenue, SW., Washington, DC 20591.

Phoenix Sky Harbor International Airport, 3400 Sky Harbor Boulevard, Terminal 3, Level 3 East Mezzanine, Phoenix, AZ contact person is Ms. Margaret Gonzales (602) 273-3340.

The copies of the ROD are also available at the following libraries: Burton Barr Central Library, 1221 N. Central Avenue, Phoenix, AZ 85004; Ocotillo Branch Library, 102 W. Southern Avenue, Phoenix, AZ 85041; Harmon Branch Library, 411 W. Yavapai Street, Phoenix, AZ 85003; Saguaro Branch Library, 2808 N. 46th Street, Phoenix, AZ 85008; Tempe Public Library, 3500 S. Rural Road, Tempe, AZ 85282; City of Scottsdale Library, 3839 North Drinkwater Boulevard, Scottsdale, AZ 85251.

The ROD may also be viewed at the Airport's Web site at: <http://phoenix.gov/AVIATION/index.html>.

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

Issued in Hawthorne, California on April 24, 2006.

George E. Aiken,

Acting Manager, Airports Division, Western-Pacific Region, AWP-600.

[FR Doc. 06-4326 Filed 5-8-06; 8:45 am]

BILLING CODE 4910-13-M

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 April 2006, there were nine applications approved. This notice also includes information on three applications, approved in March 2006, inadvertently left off the March 2006 notice. Additionally, eight 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: Mobile Airport Authority, Mobile, Alabama.

Application Number: 06-05-C-00-MOB.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$2,619,470.

Earliest Charge Effective Date: June 1, 2006.

Estimated Charge Expiration Date: February 1, 2009.

Class of Air Carriers Not Required to Collect PFC's:

Air taxi/commercial operators filing FAA Form 1800-31.

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

Brief Description of Projects Approved for Collection and Use:

Security equipment.

Aircraft rescue and firefighting building.

Guidance signs.

Overlay taxiway A.

Overlay portions of runway 14/32.

Security vehicle.

Sweepers.

Land acquisition phase I.

Communication system.

Security vehicle.

Land acquisition phase II.

Land acquisition phase III.

Aircraft rescue and firefighting vehicle.

Security vehicle.

Land acquisition phase IV group A.

Jet Bridge No. 4.

Benefit cost analysis.

Land acquisition phase IV group D.

Airlock doors.

Blast analysis.

Terminal building emergency generator.

Relocate customer service center.

Rehabilitate taxiway A connectors and portions of taxiway C.

Miscellaneous security.

Storm drain repair.

CTX cameras.

T-5 circuit, precision approach path indicators and windcone.

Infield service road phase I.

Snuzzle camera.

Terminal renovations.

Install carpet on second floor.

Install handrails on lobby stairs.

Jet bridge No. 2.

Install water fountains.

Security vehicles.

Security system rehabilitation pre-engineering.

Sweepers.

Land acquisition south runway

protection zone.

Terminal drive directions/regulatory signs.

Air handlers 5, 6, and 7.

Replace security system—

construction.

Jet bridges nos. 1 and 3.

Rehabilitate taxiway A—paving and medium intensity taxiway lighting design.