

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Receipt of Noise Compatibility Program and Request for Review**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for McClellan-Palomar Airport under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150 by the County of San Diego. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for McClellan-Palomar Airport were in compliance with applicable requirements, effective April 26, 2005, which was published in the **Federal Register**, Volume 70, No. 89, page 24671, on May 10, 2005. The proposed noise compatibility program will be approved or disapproved on or before December 17, 2006.

**EFFECTIVE DATE:** The effective date of the start of FAA's review of the noise compatibility program is June 20, 2006. The public comment period ends August 21, 2006.

**FOR FURTHER INFORMATION CONTACT:** Peter Ciesla, Federal Aviation Administration, Western-Pacific Region, Airports Division, P.O. Box 92007, Los Angeles, California, 90009-2007, Telephone: (310) 725-3633. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed noise compatibility program for McClellan-Palomar Airport, which will be approved or disapproved on or before December 17, 2006. This notice also announces the availability of this program for public review and comment.

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 reduce existing non-compatible uses and prevent the

introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for McClellan-Palomar Airport, effective on June 20, 2006. The airport operator has requested that the FAA review this material 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. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 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 December 17, 2006.

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 or create an undue burden on interstate or foreign commerce, and whether they are 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 relating to these factors, 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 and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
Western-Pacific Region, Airports  
Division, Room 3024, 15000 Aviation  
Boulevard, Hawthorne, California  
90261.

Mr. Peter Drinkwater, Airports Director,  
Department of Public Works, County  
Airports, 1960 Joe Crosson Drive, El  
Cajon, California 92020.

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

Issued in Hawthorne, California, on June 20, 2006.

**Mark A. McClardy**,  
Manager, Airports Division, AWP-600,  
Western-Pacific Region.

[FR Doc. 06-5925 Filed 6-29-06; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Docket No. FAA-2006-24508]

**Final General Conformity Determination for Proposed Operations of Southwest Airlines Co. at Denver International Airport, Denver, CO**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice of Availability of Final General Conformity Determination.

**SUMMARY:** Pursuant to Section 176(c) of the Clean Air Act Amendments of 1990, the FAA announces the availability of the Final General Conformity Determination for Operations of Southwest Airlines Co. (Southwest) at Denver International Airport (DEN). FAA has determined that emissions from Southwest's operations at DEN conform to the Colorado State Implementation Plan (SIP).

In accordance with the requirements of 40 CFR 93.156 (b), the Draft Conformity Determination, Proposed Operations of Southwest Airlines Co. at Denver International Airport, Denver, CO was made available for public review beginning April 21, 2006. Notice of the draft determination was published in the Rocky Mountain News, Denver, Colorado on April 21, 2006, and copies of the draft determination were made available at DEN. The Notice of Draft General Conformity Determination was published in the **Federal Register** on April 27, 2006 (71 FR 24903).

No comments were submitted during the public comment period, which ended on May 30, 2006. Consequently, the Final General Conformity Determination consists of the Draft General Conformity Determination, with the following typographical corrections. The corrections are needed to clarify terms describing aircraft operations and to correct the reference to the maximum foreseeable aircraft activity used to predict aircraft emissions, as documented in Table 1.

1. Page 24903, last sentence on this page under **SUPPLEMENTARY INFORMATION** shall be revised to read: "At that time Southwest indicated an interest in increasing service to as many as 50 or 60 daily landing/take-off cycles (LTOs) at DEN, but agreed to maintain \* \* \*"

2. Page 24904, second sentence of the last paragraph under **SUPPLEMENTARY INFORMATION** shall be revised to read: "This General Conformity Determination addresses FAA's proposed Federal action to amend