

Issued in Burlington, Massachusetts, on September 29, 2006.

**Francis A. Favara,**

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 06-8890 Filed 10-25-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at the Seattle Tacoma International Airport, Seattle WA

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

**ACTION:** Notice of request to release airport property.

**SUMMARY:** The FAA proposes to rule and invite public comment on the release of land at Seattle Tacoma International Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AID 21), now 49 U.S.C. 47107(h)(2).

**DATES:** Comments must be received on or before November 27, 2006.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Mr. J. Wade Bryant, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Seattle Airports District Office, 1601 Lind Avenue, SW., Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to The Mark Reis, Airport Director, at the following address: Mark Reis, Airport Director, P.O. Box 68727, Seattle, WA 98168.

**FOR FURTHER INFORMATION CONTACT:** Mr. J. Wade Bryant, Manager, Seattle Airports District Office, Federal Aviation Administration, Northwest Mountain Region, Seattle Airports District Office, 1601 Lind Avenue, SW., Suite 250, Renton, Washington 98057-3356.

The request to release property may be reviewed, by appointment, in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release property at the Seattle Tacoma International Airport under the provisions of the AIR 21 (49 U.S.C. 47107(h)(2)).

On October 2, 2006, the FAA determined that the request to release property at Seattle Tacoma International Airport submitted by the airport meets

the procedural requirements of the Federal Aviation Administration. The FAA may approve the request, in whole or in part, no later than November 27, 2006.

The following is a brief overview of the request:

Seattle Tacoma International Airport is proposing the release of approximately .01 acres (507 square feet) of airport property so the property can be sold to the City of Seatac for a road improvement that benefits the Airport. The revenue made from this sale will be used toward Airport Capital Improvement.

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 application, notice and other documents germane to the application in person at Seattle Tacoma International Airport.

Issued in Renton, Washington, on October 16, 2006.

**J. Wade Bryant,**

*Manager, Seattle Airports District Office.*

[FR Doc. 06-8892 Filed 10-25-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Honolulu International Airport, Honolulu, HI

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by State of Hawaii, DOT, Airports Division, for the Honolulu 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.

**EFFECTIVE DATE:** The effective date of the FAA's determination of the noise exposure maps is October 16, 2006.

**FOR FURTHER INFORMATION CONTACT:** Steven Wong, Federal Aviation Administration, Honolulu Airports District Office, Box 50244, Honolulu, HI 96850, Telephone: (808) 541-1225.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Honolulu International Airport are

in compliance with applicable requirements of Part 150, effective October 16, 2006. Under 49 U.S.C. section 47503 of 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 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 prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the State of Hawaii, DOT, Airports Division. The documentation that constitutes the "Noise Exposure Maps" as defined in section 150.7 of Part 150 includes: Figure 4-1 "2003 (Existing) Base Year Noise Exposure Map," and Figure 5-1 "2008 (Forecast) Five-Year Noise Exposure Map—No Mitigation Scenario." The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as residential, open space, commercial/office, community facilities, libraries, churches, open space, infrastructure, vacant and warehouse and those areas within the Yearly Day-Night Average Sound Levels (DNL) 55, 60, 65, 70 and 75 noise contours. Estimates for the number of people within these contours for the year 2003 are shown in Table 4-3. Estimates of the future residential population within the 2008 noise contours are shown in Table 5-5. Figure 2-13 displays the location of noise monitoring sites. Flight tracks for the existing Noise Exposure Maps are found in Figures 2-9 and 2-10. The type and frequency of aircraft operations (including day and night operations) are found in Table 3-1 and Appendix E. The FAA has determined that these

noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on October 16, 2006.

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 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 changes 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 FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Community and Environmental Needs  
Division, APP-600, 800 Independence  
Avenue, SW., Washington, DC 20591.  
Federal Aviation Administration,  
Western-Pacific Region, Airports  
Division, Room 3012, 15000 Aviation  
Boulevard, Hawthorne, California  
90261.  
Federal Aviation Administration,  
Honolulu Airports District Office, 300  
Ala Moana Blvd., Rm. 7-128,  
Honolulu, HI 96850.  
Stephen Takashima, Senior Planner,  
State of Hawaii, DOT, Airports

Division, 400 Rodgers Blvd., Suite  
700, Honolulu, HI 96819-1880.

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

Issued in Hawthorne, California, on  
October 16, 2006.

**Mark McClardy,**

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

[FR Doc. 06-8889 Filed 10-25-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Solicitation of Applications for Fiscal Year (FY) 2007 Motor Carrier Safety Assistance Program (MCSAP) High Priority and New Entrant Grant Funding

**AGENCY:** Federal Motor Carrier Safety  
Administration (FMCSA), DOT.

**ACTION:** Notice.

**SUMMARY:** FMCSA announces that it has published an opportunity to apply for FY2007 MCSAP High Priority and New Entrant grant funding on the grants.gov Web site (<http://www.grants.gov>). Section 4101 of SAFETEA-LU (Pub. L. 109-59, August 10, 2005, 119 Stat. 1144) amends 49 U.S.C. 31104(a) and authorizes the Motor Carrier Safety Grants funding for FY2006 through FY2009. The authorized level of funding for MCSAP is \$197,000,000 for FY2007, which includes up to \$15,000,000 for High Priority grants and up to \$29,000,000 for New Entrant Safety Audits. High priority funds are only available for activities conducted by State agencies, local governments, and organizations representing government agencies or officials that use and train qualified officers and employees in coordination with State motor vehicle safety agencies. States and local governments are eligible to apply for New Entrant funds. All applicants must submit an electronic application package through grants.gov. To apply using the grants.gov process, the applicant must be registered with grants.gov. To register, go to [http://www.grants.gov/applicants/get\\_registered.jsp](http://www.grants.gov/applicants/get_registered.jsp). The applicant must download the grant application package, complete the grant application package, and submit the completed grant application package. This can be done on the Internet at <http://www.grants.gov/applicants/>

[apply\\_for\\_grants.jsp](#). The CFDA number for MCSAP is 20.218.

**DATES:** FMCSA will initially consider funding of applications submitted by November 30, 2006 by qualified applicants. If additional funding remains available, applications submitted after November 30, 2006 will be considered on a case-by-case basis. Funds will not be available for allocation until such time as FY2007 appropriations legislation is passed and signed into law. Funding is subject to reductions resulting from obligation limitations or rescissions as specified in SAFETEA-LU or other legislation.

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Lamm, Federal Motor Carrier Safety Administration, Office of Safety Programs, State Programs Division (MC-ESS), 202-366-6830, 400 Seventh Street, SW., Room 8314, Washington, DC 20590. Office hours are from 7:30 a.m. to 4 p.m., EST., Monday through Friday, except Federal holidays.

Issued on: October 19, 2006.

**John H. Hill,**

*Administrator.*

[FR Doc. E6-17967 Filed 10-25-06; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number 2006 26112]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration,  
Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel MY WAY.

**SUMMARY:** As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2006-26112 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003),