

electric utility serves. For purposes of this paragraph, the term “interconnection service” means service to an electric consumer under which an on-site generating facility on the consumer’s premises shall be connected to the local distribution facilities. Interconnection services shall be offered based upon the standards developed by the Institute of Electrical and Electronics Engineers: IEEE Standard 1547 for Interconnecting Distributed Resources with Electric Power Systems, as they may be amended from time to time. In addition, agreements and procedures shall be established whereby the services offered shall promote current best practices of interconnection for distributed generation, including but not limited to practices stipulated in model codes adopted by associations of state regulatory agencies. All such agreements and procedures shall be just and reasonable, and not unduly discriminatory or preferential.

## II. Observations

Under the intent of the Interconnection Standard interconnection services are to be offered by utilities based upon certain industry standards and procedures established whereby the services offered shall promote current best practices of interconnection for distributed generation. TVA has developed procedures and provides interconnection service for generators with output of greater than 20 MW. TVA staff has developed procedures and plans to provide, upon request, interconnection service for generators of 20 MW or less. Since generators of 20 MW or less are more likely to connect to a distributor’s system than TVA’s transmission system, each distributor will need to implement comparable procedures and interconnection service addressing distributor-specific requirements. TVA will work with distributors in developing and implementing such comparable procedures. Accordingly, it is appropriate at this time to implement the Interconnection Standard with modifications.

## III. Determination by the TVA Board

The standard under consideration is revised and adopted as follows:

TVA shall make available, upon request, interconnection service for generators with output of 20 MW or less to any electric consumer that it serves. For purposes of this paragraph, the term “interconnection service” means service to an electric consumer under which an on-site generating facility on the

consumer’s premises shall be connected to the local distribution facilities.

TVA shall make such interconnection service available based upon codes and standards to be specified in small generator interconnection procedures, which procedures shall include the standards developed by the Institute of Electric and Electronics Engineers: IEEE Standard 1547 for Interconnecting Distributed Resources with Electric Power Systems, as they may be amended from time to time.

Power distributors served by TVA shall also make available, upon request, such small generator interconnection services to any electric consumers that the power distributor serves. In providing such service, the power distributor may at its option adopt procedures comparable to the TVA procedures discussed above, or other, comparable procedures which address distributor-specific safety, reliability, operating, and cost-recovery requirements.

In addition, agreements and procedures shall be established whereby such interconnection services offered by TVA and the distributors of TVA power shall promote current best practices of interconnection for distributed generation. All such agreements and procedures shall be just and reasonable, and not unduly discriminatory or preferential.

Dated: August 2, 2007.

**Maureen H. Dunn,**

*Executive Vice President & General Counsel.*

[FR Doc. E7-15563 Filed 8-8-07; 8:45 am]

**BILLING CODE 8120-08-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Des Moines for the Des Moines 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.

**DATES: Effective Date:** The effective date of the FAA’s determination on the noise exposure maps is August 1, 2007.

**FOR FURTHER INFORMATION CONTACT:** Todd Madison, Federal Aviation

Administration, ACE-611F, Room 335, 901 Locust, Kansas City, MO 64106-2325, 816-329-2640.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Des Moines International Airport are in compliance with applicable requirements of Part 150, effective August 1, 2007. 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 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 14 CFR 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 City of Des Moines. The documentation, “Des Moines International Airport 14 CFR Part 150 Noise Compatibility Study Noise Exposure Maps Update” and the companion document, “Supporting Information On Project Coordination and Local Consultation,” that constitutes the “noise exposure maps” as defined in section 150.7 of Part 150 includes: 2006 Noise Exposure Map, Exhibit 1; 2011 Noise Exposure Map, Exhibit 2. The documentation also contains exhibits, tables, and narrative representations of the data as required by section A150.101 of Part 150, and sections 47503 and 47506 of the Act. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 1, 2007. 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 14 CFR Part 150. Such determination

does not constitute approval of the applicant's data, information or plans, or constitute 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 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, Central Region Airports Division, Room 335, 901 Locust, Kansas City, MO 64106-2325; Craig S. Smith, Aviation Director, Des Moines International Airport, Department of Aviation, Room 201, 5800 Fleur Drive, Des Moines, IA 50321-2854. Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Kansas City, Missouri, August 1, 2007

**George A. Hendon,**

Manager, Central Region Airports Division.  
[FR Doc. 07-3883 Filed 8-8-07; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Noise Exposure Map Notice: Receipt of Noise Compatibility Program Amendment and Request for Review

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps (NEMs) submitted by City of Springfield for the Springfield-Beckley Municipal 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 notice compatibility program amendment that was submitted for Springfield-Beckley Municipal Airport under 14 CFR Part 150 in conjunction with the NEMs, and that this program will be approved or disapproved on or before December 21, 2007.

**DATES: Effective Date:** The effective date of the FAA's determination on the NEMs and of the start of its review of the associated noise compatibility program amendment is June 25, 2007. The public comment period ends August 23, 2007.

**FOR FURTHER INFORMATION CONTACT:** Mr. Brad N. Davidson, Federal Aviation Administration, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan, phone number (734) 229-2900. Comments on the proposed notice compatibility program amendment should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the NEMs submitted for Springfield-Beckley Municipal Airport are in compliance with applicable requirements of 14 CFR Part 150, effective June 25, 2007. Further, FAA is reviewing a proposed notice compatibility program update for that airport which will be approved or disapproved on or before December 21, 2007. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., 47503 (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "The Act"), an airport operator may submit to the FAA NEMs which meet applicable requirements 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 NEMs that are found by FAA to be in compliance with the requirements of FAR, 14 CFR Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth for 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 City of Springfield submitted to the FAA on January 3, 2007 NEMs, descriptions and other documentation that were produced during the Springfield-Beckley Municipal Airport FAR, 14 CFR Part 150 NEMs Update and Noise Compatibility Program Amendment, November 2006. It was requested that the FAA review this material as the NEMs, as described in § 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communications, be approved as a noise compatibility program under § 47504 of the Act.

The FAA has completed its review of the NEMs and related descriptions submitted by the City of Springfield. The specific documentation determined to constitute the NEMs includes: Existing (2006) NEM and Future (2011) NEM as presented in the NEM Update report dated November 2006. The FAR, 14 CFR Part 150 Noise Compatibility Program Amendment contains the required information for § 47503 and section A150.101 including the following specific references: Current and forecast operations in Section 5.1; fleet mix and nighttime operations in Section 5.1; flight patterns in Exhibits 4.3-1, 4.3-2, 4.3-3, 4.3-4, and 4.3-5; and land use in Section 3.2 and Exhibit 3.2-1. The FAA has determined that these maps for Springfield-Beckley Municipal Airport are in compliance with applicable requirements. This determination is effective on June 25, 2007. FAA's determination on an airport operator's NEMs is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR, 14 CFR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute 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