

present a physician statement before boarding. The flight crew must then inform the pilot-in-command that a POC is on board.

ADDRESSES: Send comments to the FAA at the following address: Ms. Carla Mauney, Room 712, Federal Aviation Administration, IT Enterprises Business Services Division, AES-200, 800 Independence Ave., SW., Washington, DC 20591.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on June 11, 2008.

Carla Mauney,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.

[FR Doc. E8-13768 Filed 6-18-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; FAA Airport Master Record

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FAA invites public comments about our intention to request that the Office of Management and Budget (OMB) approve a current information collection. The information is required to carry out FAA missions related to the aviation industry, flight planning, and airport engineering.

DATES: Please submit comments by August 18, 2008.

FOR FURTHER INFORMATION CONTACT: Carla Mauney on (202) 267-9895, or by e-mail at: Carla.Mauney@faa.gov.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA).

Title: FAA Airport Master Record.

Type of Request: Extension without change of an approved collection.

OMB Control Number: 2120-0015.

Form(s): 5010-1, 5010-2, 5010-3, 5010-5.

Affected Public: A total of 19,345 Respondents.

Frequency: The information is collected on occasion.

Estimated Average Burden Per Response: Approximately 27 minutes per response.

Estimated Annual Burden Hours: An estimated 8,770 hours annually.

Abstract: 49 U.S.C. 329(b) directs the Secretary of Transportation to collect information about civil aeronautics. The information is required to carry out FAA missions related to the aviation industry, flight planning, and airport engineering. The database is the basic source of data for private, state, and Federal government aeronautical charts and publications.

ADDRESSES: Send comments to the FAA at the following address: Ms. Carla Mauney, Room 712, Federal Aviation Administration, IT Enterprises Business Services Division, AES-200, 800 Independence Ave., SW., Washington, DC 20591.

Comments Are Invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on June 11, 2008.

Carla Mauney,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.

[FR Doc. E8-13778 Filed 6-18-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Piedmont Triad International Airport, Greensboro, NC

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Piedmont Triad Airport Authority for Piedmont Triad International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed Noise Compatibility Program that was submitted for Piedmont Triad International Airport under Part 150 in conjunction with the Noise Exposure Map, and that this program will be approved or disapproved on or before December 7, 2008.

EFFECTIVE DATE: The effective date of the FM's determination on the Noise Exposure Maps and of the start of its review of the associated Noise Compatibility Program is June 10, 2008. The public comment period ends August 9, 2008.

FOR FURTHER INFORMATION CONTACT:

Dana Perkins, Federal Aviation Administration, Atlanta ADO, FAA Southern Region Airports District Office, 1701 Columbia Avenue, College Park, Georgia 30337-2747, (404) 305-7152. 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 Piedmont Triad International Airport are in compliance with applicable requirements of Part 150, effective June 10, 2008. Further, FAA is reviewing a proposed Noise Compatibility Program for that Airport which will be approved or disapproved on or before December 7, 2008. This notice also announces the availability of this Program for public review and comment.

Under 49 U.S.C., Section 47503 (the Aviation Safety and Noise Abatement Act (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 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.

Piedmont Triad Airport Authority submitted to the FAA on May 7, 2008 Noise Exposure Maps, descriptions and other documentation that were produced during the Piedmont Triad International Airport FAR Part 150 Study conducted between March, 2003 and April 30, 2008. 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 measures, to be implemented jointly by the airport and surrounding communities, be approved as a Noise Compatibility Program under Section 47504 of the Act.

The FAA has completed its review of the Noise Exposure Maps and related descriptions submitted by Piedmont Triad Airport Authority. The specific documentation determined to constitute the Noise Exposure Maps includes: Figure 5, DNL Contours Base Case NEM 2006, p. 19; Table 10, Incompatible Land Uses (2006) Piedmont Triad International Airport Based on Updated Operations Forecast, p. 20; Table 16, Incompatible Land Uses (2014) with NCP Based on Operational Alternative 2C Piedmont Triad International Airport Based on Updated Operations Forecast, p. 63; Figure 15, DNL Contour 2014 NEM with NCP Measures (Final 2014 Forecast A Alternative 2C), p. 65; Table A-3, Existing Condition (2006) Yearly Average Daily Aircraft Operations by User Group Piedmont Triad International Airport Updated Operations Forecast, p. 98; Table A-4 Existing Condition (2006) Yearly Average Daily Aircraft Operations by INM Aircraft Type Piedmont Triad International Airport Updated Operations Forecast, p. 99; Table A-5, Runway Use 2006 Piedmont Triad International Airport, p. 101; Figure A-2, Departure Flight Tracks 2006 Base Case p. 102; Figure A-3, Arrival Flight Tracks 2006 Base Case, p. 103; Table A-6, Flight Track Use-2006 Piedmont Triad International Airport, p. 104; Figure A-4, Departure Flight Tracks 2014 Base Case, p. 110; Figure A-5,

Arrival Flight Tracks 2014 Base Case, p. 111; Table A 12, Future Condition (2014) Yearly Average Daily Aircraft Operations by INM Aircraft Type Piedmont Triad International Airport Updated Operations, pp 114-115; Table A 13, Runway Use 2014 NEM with NCP (Alternative 2C) Piedmont Triad International Airport, p. 116; Figure A-6 FedEx Departure Flight Tracks NEM with NCP (Alternative 2C), p.118; Table A-14, Flight Track Use-2014 NEM with NCP (Alternative 2C) Piedmont Triad International Airport, p. 119; Table A-16, Runway Use 2014 Alternatives 2A, 2B, 2C, and 2D Piedmont Triad Airport, p.122; Figure A-9, FedEx Departure Flight Tracks Alternatives 2C, 3C, and 2D, p. 128; Table A-20 Flight Track Use-2014 Alternative 2C Piedmont Triad International Airport, p.131. The FAA has determined that these maps for Piedmont Triad International Airport are in compliance with applicable requirements. This determination is effective on June 10, 2008. 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 airport operator'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 exposure 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 Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the Noise Compatibility Program for Piedmont Triad International Airport, also effective on June 10, 2008. 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 December 7, 2008.

The FAA's detailed evaluation will be conducted under the provisions of Part 150, Section 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, Atlanta ADO, FAA Southern Region, 701 Columbia Avenue, Campus Bldg., Suite 2-260, College Park, GA 30337-2747.

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

Issued in College Park, Georgia, June 10, 2008.

Scott L. Seritt,

Manager, Atlanta Airports District Office.

[FR Doc. E8-13540 Filed 6-18-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for Marana Regional Airport, Marana, AZ

AGENCY: Federal Aviation Administration, DOT.