

Orlando, OES/ENV Room 2657, U.S. Department of State, Washington, DC 20520. Comments may be submitted electronically to [xlpipelineproject@state.gov](mailto:xlpipelineproject@state.gov). Public comments will be posted on the Web site identified below.

**FOR FURTHER INFORMATION CONTACT:** For information on the proposed project or to receive a copy of the draft EIS when it is issued, contact Elizabeth Orlando at the address listed in the **ADDRESSES** section of this notice by electronic or regular mail as listed above, or by telephone (202) 647-4284 or by fax at (202) 647-5947.

Project details and environmental information on the Keystone XL Project application for a Presidential Permit, including associated maps downloadable from a Web site that has been established for this purpose: <http://www.keystonepipeline-XL.state.gov>. This Web site will accept public comments for the record.

Information on the Department of State Presidential Permit process can also be found at the above Internet address. The MLA and FLPMA application submitted to BLM will be on file at its office in Billings, Montana.

A TransCanada hosted project Web site is also available at <http://www.transcanada.com/keystone/kxl.html>. The Keystone XL Project toll-free number is 1-866-717-7473 (United States and Canada).

Dated: March 17, 2009.

**Daniel Fantozzi,**

*Director, Office of Environmental Policy,  
Office of International Oceans,  
Environmental and Scientific Affairs,  
Department of State.*

[FR Doc. E9-6276 Filed 3-20-09; 8:45 am]

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**DEPARTMENT OF STATE**

[Public Notice 6554]

**Preparations for Holocaust Era Assets Conference—Town Hall Follow-up Meetings on Looted Art, Immovable Property and Holocaust Compensation Agreements**

The Special Envoy for Holocaust Issues at the Department of State is seeking information from interested individuals or organizations regarding the planned Conference on Holocaust Era Assets which will take place June 26-30, 2009 in Prague.

Hosted by the Government of the Czech Republic, the conference will address certain unresolved Holocaust asset issues, particularly Looted Art and Immovable Property. The conference

schedule will also include a review of the Holocaust compensation agreements with Germany, Austria and France, and the work of the International Commission for Holocaust Insurance Claims (ICHEIC).

The Department will host meetings at the Department of State (Harry S. Truman Building) on April 15 and 16 to hear the views of individuals, non-governmental agencies and firms on these issues. The sessions on looted art and immovable property will be a follow-up to the March 2 meetings on those subjects.

Those who wish to provide information to the State Department regarding those issues are invited to register and attend one or more of the following two-hour sessions:

- April 15 at 9:45 a.m.: Holocaust Agreements on Compensation—A Stocktaking
- April 16 at 9:45 a.m.: Looted Art
- April 16 at 1:45 p.m.: Immovable Property

Anyone wishing to attend any of these events should register separately for each by 5 p.m. April 10. There are space limitations. To register, send an e-mail no later than April 10 to Ms. Jones-Johnson ([Jones-JohnsonCD@state.gov](mailto:Jones-JohnsonCD@state.gov)) with the following information:

Full Name:  
Date of Birth:  
Driver's License Number, including State of Issuance, or  
Alternate Government-Issued Picture ID:

Organization represented (if any), and its Address, & Phone Number:

Home Address (only if attending as an individual):

Name of Event(s) to be attended:  
Those who register are urged to arrive at the Department at least 15 minutes before the starting time for each event to allow time for security screening. Upon arrival, show security personnel a valid government-issued identification: for example, a U.S. state driver's license or a passport. The official address of the State Department is 2201 C Street, NW., Washington, DC. For these events, however, participants must use the "23rd Street Entrance" on the West Side of the State Department's Harry S. Truman Building, located on 23rd Street between C Street and D Street NW., Washington, DC.

Written submissions are welcome and should be sent to Ms. Jones-Johnson at the e-mail address cited above.

**Ambassador J. Christian Kennedy,**  
*Special Envoy for Holocaust Issues,  
Department of State.*

[FR Doc. E9-6319 Filed 3-20-09; 8:45 am]

**BILLING CODE 4710-23-P**

**DEPARTMENT OF STATE**

[Public Notice 6555]

**Receipt of Request To Amend the Presidential Permit for an International Bridge on the U.S.-Mexico Border Near McAllen, TX, and Reynosa, Tamaulipas, Mexico**

**AGENCY:** Department of State.

**ACTION:** Notice.

**SUMMARY:** The Department of State hereby gives notice that, on March 16, 2009, it received from the chairman of the Anzalduas Bridge Board, acting on behalf of the mayors of McAllen, Hidalgo, and Mission, Texas, a request to amend the Presidential permit that the Department issued in 1999 for the Anzalduas international bridge on the U.S.-Mexico border near McAllen, Texas and Reynosa, Tamaulipas, Mexico. The permittee proposes the removal of article 17 of the permit. Article 17 states that "[t]he permittee shall limit the initial hours of operation of the Anzalduas International Crossing to twelve hours per day, seven days per week for vehicular traffic."

According to the Bridge Board's letter, the Department should amend the permit to remove article 17 so that the Department of Homeland Security's Bureau of Customs and Border Protection (CBP), working with the Anzalduas Bridge Board and Mexican customs authorities, can set the hours of operation of the bridge in accordance with demand and available resources. The letter says that limiting the operations of the bridge to only twelve hours per day is impractical and insufficient, and notes that other international bridges along the international border with Mexico operate 18 or 24 hours per day. The request suggests that operational requirements should be set at the local level, rather than in the Presidential permit itself.

The Department's jurisdiction over this application is based upon Executive Order 11423 of August 16, 1968, as amended, and Article 1 of the 1999 permit, which states that the permit "may be amended by the Secretary of State or the Secretary's delegate at will or upon proper application therefor. \* \* \*" As provided in E.O. 11423, the Department is circulating this application to relevant federal and state agencies for review and comment. Under E.O. 11423, the Department has the responsibility to determine, taking into account input from these agencies and other stakeholders, whether the proposed amendment of this

Presidential permit would be in the U.S. national interest.

**DATES:** Interested members of the public are invited to submit written comments regarding this application on or before April 22, 2009 to Mr. Daniel Darrach, U.S.-Mexico Border Affairs Coordinator, via e-mail at [WHA-BorderAffairs@state.gov](mailto:WHA-BorderAffairs@state.gov), or by mail at WHA/MEX—Room 3909, Department of State, 2201 C St., NW., Washington, DC 20520.

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel Darrach, U.S.-Mexico Border Affairs Coordinator, via e-mail at [WHA-BorderAffairs@state.gov](mailto:WHA-BorderAffairs@state.gov); by phone at 202-647-9894; or by mail at WHA/MEX—Room 3909, Department of State, 2201 C St., NW., Washington, DC 20520. General information about Presidential Permits is available on the Internet at <http://www.state.gov/p/wha/rt/permit/>.

Dated: March 16, 2009.

**Alex Lee,**

*Director, Office of Mexican Affairs,  
Department of State.*

[FR Doc. E9-6324 Filed 3-20-09; 8:45 am]

**BILLING CODE 4710-29-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Waterbury-Oxford Airport, Oxford, CT; FAA Approval of Noise Compatibility Program

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Connecticut Department of Transportation under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non-federal responsibilities in Senate Report No. 96-52 (1980). On November 6, 2008, the FAA determined that the noise exposure maps submitted by the Connecticut Department of Transportation under Part 150 were in compliance with applicable requirements. On January 14, 2009, the Manager, Airports Division, New England Region, approved the Waterbury-Oxford Airport noise compatibility program. All 12 of the proposed program elements were approved.

**DATES:** *Effective Date:* The effective date of the FAA's approval of the Waterbury-

Oxford Airport noise compatibility program is January 14, 2009.

**FOR FURTHER INFORMATION CONTACT:** Mr. Bryon Rakoff, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone (781) 238-7610.

Documents reflecting this FAA action may be obtained from the same individual.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the Waterbury-Oxford Airport noise compatibility program, effective January 14, 2009.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter the Act), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps.

The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR), Part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

(a) The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

(b) Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

(c) Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant 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 Connecticut Department of Transportation submitted to the FAA, on October 9, 2008, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September 2004 to October 2008. The Waterbury-Oxford Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on November 6, 2008. Notice of this determination was published in the **Federal Register** on December 1, 2008.

The Waterbury-Oxford Airport 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 2012. The Connecticut Department of Transportation 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 November 6, 2008, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of