

related to revised flight procedures for noise abatement and require no action at this time. Three recommendations were disapproved at this time.

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 an 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. Where Federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office.

These determinations are set forth in detail in a Record of Approval signed by Deb Roth on June 1, 2009. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Detroit Metropolitan Wayne County Airport. The Record of Approval also will be available on-line at [http://www.faa.gov/airports\\_airtraffic/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/part_150/states/).

**DATES:** *Effective Date:* The effective date of the FAA's approval of the Detroit Metropolitan Wayne County Airport noise compatibility program is June 1, 2009.

**FOR FURTHER INFORMATION CONTACT:** Mr. Ernest Gubry, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174, 734-229-2905. Documents reflecting this FAA action may be reviewed at this same location.

Dated: June 2, 2009.

Issued in Romulus, Michigan.

**Matthew J. Thys,**

*Manager, Detroit Airports District Office, Great Lakes Region.*

[FR Doc. E9-14986 Filed 6-24-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program 14 CFR Part 150; General Mitchell International Airport, Milwaukee, WI

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program (NCP) submitted by General Mitchell International Airport under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). The General Mitchell International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on December 24, 2008. Notice of this determination was published in the **Federal Register** on January 15, 2009, **Federal Register** volume 74, number 10, page 2645.

Under section 47504 of 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 Regulations (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 prescribed by law.

The submitted program contained sixteen proposed actions for noise mitigation on and off the airport, as applicable. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied.

On June 4, 2009, the FAA approved the General Mitchell International Airport noise compatibility program. Ten of the sixteen recommendations of the program were approved. Six recommendations were disapproved at this time.

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 an 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. Where federal funding is sought, requests for project grants must be submitted to the FAA Minneapolis Airports District Office.

These determinations are set forth in detail in a Record of Approval signed by Deb Roth on June 4, 2009. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the

General Mitchell International Airport. The Record of Approval also will be available on-line at [http://www.faa.gov/airports\\_airtraffic/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/part_150/states/).

**DATES:** *Effective Date:* The effective date of the FAA's approval of the General Mitchell International Airport noise compatibility program is June 4, 2009.

**FOR FURTHER INFORMATION CONTACT:** Mr. Glen Orcutt, Federal Aviation Administration, Minneapolis Airport District Office, 6020 28th Ave., South, Minneapolis, MN 55450, phone number (612) 713-4354. Documents reflecting this FAA action may be reviewed at this same location.

Dated: June 9, 2009.

Issued in Minneapolis, Minnesota.

**Jesse Carriger,**

*Manager, Minneapolis Airports District Office, FAA Great Lakes Region.*

[FR Doc. E9-14988 Filed 6-24-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Eighth Plenary Meeting, NextGen Mid-Term Implementation Task Force

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

**ACTION:** Notice of NextGen Mid-Term Implementation Task Force meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the NextGen Mid-Term Implementation Task Force.

**DATES:** The meeting will be held August 20, 2009, starting at 9 a.m. to 12 p.m. Arrive in FAA Lobby at 8:30 a.m. for visitor check in.

**ADDRESSES:** FAA Auditorium, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** RTCA Secretariat, 1828 L Street, NW., Suite 850, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a NextGen Mid-Term Implementation Task Force meeting. The agenda will include:

- Opening Plenary (Welcome and Introductions).
- Work Group and Subgroup Status Reports and Planned Activities.

- Review and Discuss Task Force Recommendations.

- Closing Plenary (Other Business, Document Production, Date and Place of Next Meeting, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on June 18, 2009.

**Francisco Estrada C.,**

*RTCA Advisory Committee.*

[FR Doc. E9-14987 Filed 6-24-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2009-0150]

#### Medical Review Board (MRB) Public Meeting

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

**ACTION:** Notice of correction.

**SUMMARY:** FMCSA notes two corrections on the **Federal Register** notice announcing the Medical Review Board meeting scheduled for July 1, 2009 from 9 a.m.-4:20 p.m. at the U.S. Department of Transportation.

**FOR FURTHER INFORMATION CONTACT:** Dr. Mary D. Gunnels, Director, Medical Programs, 202-366-4001.

#### SUPPLEMENTARY INFORMATION:

On June 12, 2009, FMCSA published a Notice in the **Federal Register** announcing a public meeting of the Medical Review Board to be held on July 1, 2009 (74 FR 28093). The notice included two incorrect Web sites. The first one is <http://Docketinfo.dot.gov>; the correct Web site is <http://www.regulations.gov>. The second error was <http://www.fmcsa.dot.gov/mrb>; the correct Web site is <http://mrb.fmcsa.dot.gov>.

Issued on: June 18, 2009.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. E9-14917 Filed 6-24-09; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. MC-F-21034]

#### Clean Truck Coalition, LLC, et al.— Pooling Application

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of filing of application.

**SUMMARY:** By application filed on June 3, 2009, certain participating motor carriers (Applicants) in the Clean Truck Coalition, LLC (CTC), a California limited liability corporation, jointly request approval of a pooling agreement under 49 U.S.C. 14302 and 49 CFR 1184.1, *et seq.* Applicants propose to pool and/or divide specialized clean truck equipment and corresponding traffic, as necessary, and to use collective purchasing options through a central buying mechanism for fuel, equipment, and materials to manage operations costs. As a result of the agreement, Applicants would be part of the Clean Trucks Program (program), an environmental program aimed at reducing air pollution caused by the trucks used to transport cargo to and from the harbor facilities of the Ports of Los Angeles and Long Beach, CA (the Ports). The program is sponsored through the San Pedro Bay Ports Clean Air Action Plan (the Plan),<sup>1</sup> and provides grants and financial incentives that allow selected trucking companies to replace older, high-polluting trucks with newer, cleaner trucks. The Plan defines the relevant market as shipments transported to and from the Ports using clean trucks. The outbound deliveries generally would be to designated rail and truck container yards, nearby distribution facilities, and other regional service points. Inbound shipments would represent traffic moving in the reverse direction. Applicants would continue to conduct their own transportation operations serving the Ports and augment their present service from a separate to a joint regionalized service.

**DATES:** Any comments on the application must be filed by July 27, 2009.

**ADDRESSES:** Send an original plus 10 copies of any comments, referring to STB Docket No. MC-F-21034, to the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, send one copy of any

<sup>1</sup> According to Applicants, the Plan was implemented by the City of Los Angeles Board of Harbor Commissioners at a meeting held on October 23, 2008.