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 28, 2013.

Paige Williams,
Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by HDOT–A. The documentation that constitutes the “Noise Exposure Maps” as defined in section 150.7 of Part 150 includes: Exhibit 1 “Existing (2013) Noise Exposure Map” and Exhibit 2 “Future (2018) Noise Exposure Map.” The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on May 31, 2013.

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 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 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.

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, Western-Pacific Region, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261.

Federal Aviation Administration, Honolulu Airports District Office, HNL–ADO, 300 Ala Moana Boulevard, Room 7–128, Honolulu, Hawaii 96813.

Administrative Offices of the Hawaii Department of Transportation–Airports, Engineering Branch, 400 Rodgers Boulevard, 7th Floor, Honolulu, Hawaii 96819.

Hilo International Airport, 2450 Kekuanaoa Street, Suite 215, Hilo, Hawaii 96720.

Questions may be directed to the individual named above under the heading For Further Information Contact.

Issued in Hawthorne, California on May 31, 2013.

Mark A. McClardy,
Manager, Airports Division, Western-Pacific Region.

The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at San Francisco International Airport, San Francisco, California.

The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at San Francisco International Airport (SFO), under the provisions of the Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at San Francisco International Airport, San Francisco, California.