

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Gainesville Alachua County Regional Airport Authority for Gainesville Regional 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 April 20, 2009.

**FOR FURTHER INFORMATION CONTACT:** Ms. Lindy McDowell, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, 407-812-6331 X130.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for Gainesville Regional Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective April 20, 2009. Under 49 U.S.C. section 47503 of 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 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport 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 Gainesville Alachua County Regional Airport Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in § 150.7 of 14 CFR part 150 includes: Figure 7-1(A), Existing (2007) Noise Contour Map; Figure 7-2(A), Future (2012) Noise Contour Map; Table 5-1, 2007 Operations; Table 5-2, 2007 Itinerant Operations and Fleet Mix; Table 5-3, 2007 Local Operations and

Fleet Mix, Table 5-4, 2012 Operations; Table 5-5, 2012 Itinerant Operations and Fleet Mix; Table 5-6, 2012 Local Operations and Fleet Mix; Figure 5-1, East Flow Corridors 2007, 2012 & 2027; Figure 5-2, West Flow Corridors 2007, 2012 & 2027; Figure 5-3, Helicopter Corridors 2007, 2012 & 2027; Composite Corridors 2007, 2012 & 2027; Table 5-9, Itinerant Departure Track Use Percentages; Table 5-11, Local Track Use Percentages; Table 5-12, Rotorcraft Arrival Track Use Percentages; Table 5-13, Rotorcraft Arrival Track Use Percentages; Table 6-1; 2007 Noise Contour Surface Areas; Table 6-2, 2012 Noise Contour Surface Areas; Figure 6-1, 2007 Noise Contour Map; Figure 6-2, 2012 Noise Contour Map; Table 7-3, 2007 Noise Exposure Contour Population Summary; and Table 7-4, 2012 Noise Exposure Contour Population Summary. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 20, 2009.

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 14 CFR 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 14 CFR 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 § 150.21 of 14 CFR part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

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

Issued in Orlando, Florida, on April 20, 2009.

**Julian C. Brown,**

*Acting Manager, Orlando Airports District Office.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for Syracuse Hancock International Airport, Syracuse, NY

**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 Syracuse, for Syracuse Hancock 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 April 21, 2009.

**FOR FURTHER INFORMATION CONTACT:** Ms. Suki Gill, Environmental Protection Specialist, Federal Aviation Administration, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530, Telephone (516) 227-3815.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FM finds that the noise exposure maps submitted for Syracuse Hancock International Airport are in compliance with applicable requirements of 14 Code of Federal Regulations (CFR) Part 150 (hereinafter referred to as "Part 150"), effective April 21, 2009. Under 49 U.S.C. 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 noncompatible 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 noncompatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the City of Syracuse. The documentation that constitutes the “Noise Exposure Maps” as defined in § 150.7 of Part 150 includes: Figures “2007 Noise Exposure Map” and Figure 6 “2012 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 April 10, 2009.

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,  
New York Airports District Office, 600  
Old Country Road, Suite 446, Garden  
City, NY 11530, Monday–Friday—9  
a.m.–4 p.m.;

City of Syracuse, Department of  
Aviation, Syracuse Hancock  
International Airport, 1000 Colonel  
Eileen Collins Boulevard, Syracuse, NY  
13212, (315) 454–3263, Available upon  
request.

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

Issued in Garden City, New York, April 21,  
2009.

**Steven Urlass,**

*Manager, New York Airports District Office,  
AEA-630, Eastern Region.*

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