

For further information, please contact David Allen, U.S. Global Change Research Program, Suite 250, 1717 Pennsylvania Ave., NW., Washington, DC 20006 (<http://www.climate-science.gov>).

Dated: June 16, 2010.

Trigg Talley,

Office Director, Office of Global Change, Department of State.

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DEPARTMENT OF STATE

[Public Notice 7066]

Announcement of Meetings of the International Telecommunication Advisory Committee

Summary: This notice announces meetings of the International Telecommunication Advisory Committee (ITAC) to start preparations for the 2010 Plenipotentiary Conference of the International Telecommunication Union (ITU) and the 2011 ITU Radiocommunication Sector (ITU-R) World Radiocommunication Conference Preparatory Meeting.

The ITAC will meet to begin preparation of advice for the U.S. government on the 2010 ITU Plenipotentiary Conference (Guadalajara, Mexico) on Thursday July 8, 2010, 2-4 p.m. Eastern Daylight Time, at 1120 20th Street, Washington, DC 20036. There will also be reports on recent meetings at ITU and OAS/CITEL (e.g. Study Group meetings, the ITU World Telecommunication Development Conference). For those people outside the Washington, DC metro area, a conference bridge will be provided.

The ITAC will meet to begin preparation of advice for the U.S. government on the 2011 ITU-R World Radiocommunication Conference Preparatory Meeting on Wednesday, August 11, 2010, 2-4 p.m. Eastern Daylight Time, at 1200 Wilson Boulevard, Arlington, VA 22209. For those people outside the Washington, DC metro area, a conference bridge will be provided. People expecting to attend this meeting in person should advise the Department of State at najarianpb@state.gov or 202 647-7847.

These meetings are open to the public as seating capacity allows. The public will have an opportunity to provide comments at this meeting. People desiring further information on these meetings or wishing to request reasonable accommodation may contact

the Secretariat at minardje@state.gov or 202 647-5205.

Dated: June 14, 2010.

Cecily C. Holiday,

International Communications & Information Policy, U.S. Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program for Buckeye Municipal Airport, Town of Buckeye, AZ

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Town of Buckeye under the provisions of 49 U.S.C. 47501 *et seq.* (formerly the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 Code of Federal Regulations (CFR) Part 150 (hereinafter referred to as "Part 150"). On September 22, 2008, the FAA determined that the noise exposure maps submitted by the Town of Buckeye under Part 150 were in compliance with applicable requirements. On May 13, 2010, the FAA approved the Buckeye Municipal Airport noise compatibility program. All of the recommendations of the program were approved.

DATES: Effective Date: The effective date of the FAA's approval of the Noise Compatibility Program for Buckeye Municipal Airport is May 13, 2010.

FOR FURTHER INFORMATION CONTACT: Ruben Cabalbag, Acting Manager, Los Angeles Airports District Office, Room 3000, 15000 Aviation Boulevard, Lawndale, CA 90261, (310) 725-3621. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for Buckeye Municipal Airport, effective May 13, 2010.

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 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 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 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.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in 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. Prior to an FAA decision on a request to implement the action, an environmental review of the proposed action may be required. 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 applicable law contained in Title 49