

Public Access: The meeting is open to the public. (See below for registration instructions.)

Public Comments: Persons wishing to offer written comments and suggestions concerning the activities of the advisory committee or Environment Subcommittee should file comments in the Public Docket (Docket Number DOT-OST-2010-0074 at <http://www.regulations.gov>) or alternatively through the FAAC@dot.gov e-mail. If comments and suggestions are intended specifically for the Environment Subcommittee, the term "Environment" should be listed in the subject line of the message. To ensure such comments can be considered by the subcommittee before its August 10, 2010, meeting, public comments must be filed by 5 p.m., Eastern Daylight Time on Monday, August 2, 2010.

SUPPLEMENTARY INFORMATION:

Background

Under section 10(a)(2) of the Federal Advisory Committee Act (5 U.S.C. App. 2), we are giving notice of a meeting of the Environment Subcommittee of the Future of Aviation Advisory Committee taking place on August 10, 2010, from 10:30 a.m. to 3 p.m. Mountain Daylight Time, at Jeppesen Corporate World Headquarters, 2nd floor board room, 55 Inverness Drive East, Englewood, Colorado 80112. The agenda includes—

1. Presentations and discussion of operational and technology improvements, sustainable alternative fuels, and harmonized domestic and global efforts that can contribute to reducing aviation carbon emissions.
2. Consideration of public comments.
3. Identification of environmental presentations for the next meeting of the full committee.

Registration

The meeting room can accommodate up to 18 members of the public. Persons desiring to attend must pre-register through e-mail to FAAC@dot.gov. The term "Registration: Environment" should be listed in the subject line of the message and admission will be limited to the first 18 persons to pre-register and receive a confirmation of their pre-registration. All foreign visitors must provide their nationality when registering.

Arrangements to attend by teleconference can be made by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section by 5 p.m. Monday, August 5, 2010. Minutes of the meeting will be taken and will be made available to the public.

Requests for Special Accommodation

The DOT is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, please send a request to FAAC@dot.gov with the term "Special Accommodations" listed in the subject line of the message by close of business Monday, August 5, 2010.

FOR FURTHER INFORMATION CONTACT: Lynne Pickard, Deputy Director, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW., Washington DC 20591; telephone (202) 267-3577; fax (202) 267-5594; Lynne.Pickard@faa.gov.

Issued in Washington, DC, on July 23, 2010.

Pamela Hamilton-Powell,

Designated Federal Official, Future of Aviation Advisory Committee.

[FR Doc. 2010-18514 Filed 7-27-10; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Noise Exposure Map Notice, Portland International Airport, Portland, OR

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Port of Portland for Portland 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 July 21, 2010.

FOR FURTHER INFORMATION CONTACT: Cayla Morgan, Federal Aviation Administration, Airports Division, 1601 Lind Avenue, SW., Renton, WA 98057-3356, telephone (425) 227-2653.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Portland International Airport are in compliance with the applicable requirements of part 150, effective July 20, 2010. Under 49 U.S.C. section 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 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 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 the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to the Act, may submit a noise compatibility program for the FAA approval which sets forth the measures the operator has taken or proposes to take to reduce the 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 Port of Portland for Portland International Airport. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes the following from the July, 2010, FAR Part 150 Noise Exposure Map Update, Portland International Airport:

- Existing 2008 Noise Exposure Map
- Future 2017 Noise Exposure Map
- Table 2-1, Average Daily Aircraft Operations by Type, Time of Day, and Stage Length, 2008
- Table 2-2, Average Daily Aircraft Operations by Type, Time of Day, and Stage Length, 2017
- Table 2-3, Runway Use Summary—2008
- Table 2-4, Runway Use Summary—2017
- Figure 2-1, Noise Exposure Map depicting estimated population, residential units and acres within DNL 65, 70 and 75 noise contours, 2008
- Figure 2-2, Noise Exposure Map depicting estimated population, residential units and acres within DNL 65, 70 and 75 noise contours, 2017
- There are no properties on or eligible for inclusion in the National Register of Historic Places within the 65 DNL contour

- Appendix B—Evidence of Public and Stakeholder Involvement

- Appendix C—Flight Track Data

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with the applicable requirements. This determination is effective July 21, 2010.

FAA's determination of 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 FAR 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 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 detailed overlaying of the 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 FAR 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,
Seattle Airports District Office, 1601
Lind Avenue, SW., Renton,
Washington.

Port of Portland, Portland International
Airport, 7200 N.E. Airport Way,
Portland, Oregon 97218.

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

Issued in Renton, Washington, July 21, 2010.

Carolyn T. Read,

Acting Manager, Airports Division, Northwest Mountain Region.

[FR Doc. 2010-18478 Filed 7-27-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 1053X]

Michigan Air-Line Railway Co.— Abandonment Exemption—in Oakland County, MI

Michigan Air-Line Railway Co. (MAL Railway), filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon approximately 2.37 miles of its line of railroad extending westerly from Engineer's Profile Station 2250+20 at the west line of Arrowhead Road to Engineer's Profile Station 2389+72 at the west line of Haggerty Road, in West Bloomfield Township, Oakland County, Mich.¹ The line traverses United States Postal Service Zip Codes 48322 and 48323.

MAL Railway has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line that has been or would need to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on August 27, 2010, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,²

¹ On July 14, 2010, MAL Railway amended its notice of exemption.

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent

formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 9, 2010.⁴ Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by August 17, 2010, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to MAL Railway's representative: W. Robert Alderson, Alderson, Alderson, Weiler, Conklin, Burghart & Crow, L.L.C., 2101 SW., 21st Street, Topeka, KS 66604.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

MAL Railway has filed a combined environmental and historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by August 2, 2010. Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), MAL Railway shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by MAL Railway's filing of a notice of consummation by July 28, 2011, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

investigation) cannot be made before the exemption's effective date. *See Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. *See* 49 CFR 1002.2(f)(25).

⁴ MAL Railway states that, upon abandonment of the line, it proposes to effectuate an agreement with the Parks & Recreation Commission of West Bloomfield Township (WBPRC) whereby WBPRC has agreed to purchase the right-of-way for use as a recreational trail.