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Background

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December 27, 2006.

Terry Allen,

Acting Manager, Production and Airworthiness Division, Aircraft Certification Service.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Craig Municipal Airport; Jacksonville, FL

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Jacksonville Airport Authority for Craig Municipal 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. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Craig Municipal Airport under part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before June 20, 2007. **DATES:** *Effective Date:* The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is December 22, 2006. The public comment period ends February 20, 2007.

FOR FURTHER INFORMATION CONTACT: Ms. Lindy McDowell, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National

Dr., Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 130. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Craig Municipal Airport are in compliance with applicable requirements of part 150, effective December 22, 2006. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before June 20, 2007. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., Section 47503 (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 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 Federal Aviation Regulations (FAR) 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 to propose to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The Jacksonville Airport Authority submitted to the FAA on February 16, 2006 noise exposure maps, descriptions and other documentation that were produced during the Craig Municipal Airport FAR part 150 Noise and Land Use Compatibility Study conducted between August 2004 and November 2005. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47503 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the

Jacksonville Airport Authority. The specific documentation determined to constitute the noise exposure maps includes: Map A, 2006 Noise Exposure Map; Map B, 2011 Noise Exposure Map; Table 7-1, Historic and Project Aircraft Operations; Table 7-2, 2004 Activity Profile; Table 7-3, 2009 Activity Profile; Table 8-1, 2004 Military Operations and Fleet Mix; Table 8-2, 2009 Military Operations and Fleet Mix; Table 8-3, 2004 Itinerant General Aviation Operations and Fleet Mix; Table 8-4, 2004 Local General Aviation Operations and Fleet Mix; Table 8-5, 2009 Itinerant General Aviation Operations and Fleet Mix; Table 8-6, 2009 Local General Aviation Operations and Fleet Mix; Exhibit 8-1, Aircraft Flight Tracks—Arrivals; Exhibit 8-2, Aircraft Flight Tracks—Departures; Exhibit 11-1, VFR Noise Abatement Departure Flight Tracks; Exhibit 11-2, VFR Noise Abatement Arrival Flight Tracks; Table 8-7, 2004 and 2009 Propeller Aircraft Flight Track Usage; Table 8-8, 2004 and 2009 Jet Aircraft Flight Track Usage; Table 8-9, 2004 and 2009 Local Pattern Flight Track Usage; Exhibit 8-3, Draft 2004 DNL Noise Contours; Exhibit 8-4, Draft 2009 DNL Noise Contours; Exhibit 9-1, Noise Sensitive Areas, Table 9-3, Noise Sensitive Sites; Exhibit 9-2, 2004 DNL Noise Contours with Land Use; Exhibit 9-3, 2004 DNL Noise Contours with Existing Zoning; Exhibit 9-4, 2009 DNL Noise Contours with Land Use; Exhibit 9-5, 2009 DNL Noise Contours with Existing Zoning; and Table 9-4, Estimated Population within 2004 and 2009 DNL Contours. The FAA has determined that these maps for Craig Municipal Airport are in compliance with applicable requirements. This determination is effective on December 22, 2006. 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 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 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 overlying 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 FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Craig Municipal Airport, also effective on December 22, 2006. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before June 20, 2007.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise computability program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822.

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

Dated: December 22, 2006.

W. Dean Stringer,

Manager, Orlando Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2006-06

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory; center sill cracks on 89-foot flat cars used to haul containers of municipal solid waste.

SUMMARY: FRA is issuing Safety Advisory 2006-06, in order to provide interested parties information related to the potential failure (cracking and breakage) of the center sills on 89-foot flat cars carrying containers in municipal solid waste (MSW) service.

FOR FURTHER INFORMATION CONTACT: Ronald Newman, Staff Director, Motive Power and Equipment Division (RRS-14), FRA Office of Safety Assurance and Compliance, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6241 or Michael Masci, Trial Attorney, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6037.

SUPPLEMENTARY INFORMATION: FRA was recently made aware of a series of failed center sills on MSW 89-foot flat cars. Among these failures were two cars from the USWX 20000 series. Car USWX 20242 experienced a center sill failure at North Bergen, New Jersey on May 18, 2006, and car USWX 20226 experienced a failure at Harlem River Yard in New York on June 8, 2006. The failed center sill on car USWX 20242 resulted in an undesired emergency brake application and narrowly avoided a derailment. The center sill on car USWX 20226 was found to have an Association of American Railroad (AAR) center sill patch applied in the breakage area when inspected after the incident.

Both cars were manufactured by Trinity, Industries (Trinity) in 2000 and are used to carry containers of MSW to several host landfill sites. These cars are operated predominately in the northeast quadrant of the United States rail network by CSX Transportation, Incorporated (CSX) and Norfolk Southern Corporation (NS). The cars are owned by USA Waste Services, Incorporated (USWS) and operate between USWS loading sites in New Jersey and New York and their landfill

in Waverly, Virginia. In mid-June, two additional cars were brought to FRA's attention. These incidents involved car USWX 638446 (cracked center sill) near Petersburg, Virginia on June 11, 2006, and car JTSX 400175 (cracked side sill) near Selkirk, New York on June 12, 2006.

As a result of these four reported incidents, FRA invited the parties involved with these failures to attend an open discussion in Washington, DC, on June 16, 2006. Representatives from AAR, USWS, David J. Joseph Company, Trinity, CSX, NS, and FRA Regional MP&E Specialists attended this meeting. At this meeting, FRA expressed its concerns with regard to 89-foot flat cars being used in this MSW service. Topics addressed at this meeting included: Design and loading concerns, transportation and inspection of equipment, repairs, handling of defective cars, and safety action plans. Information developed from this meeting revealed that a potential overloading problem with cars in MSW service possibly was causing or contributing to sill cracking and breakage.

Subsequent to this meeting, FRA sent a letter to USWS on June 29, 2006, recommending that USWS implement a comprehensive car inspection program and to review the loading and unloading procedures used by its employees to identify and remedy the potential causes for this type of damage. FRA also recommended that CSX and NS conduct joint mechanical inspections and work with the AAR in developing appropriate engineering standards and loading rules to address similarly affected loaded waste cars. On July 10, 2006, USWS responded to FRA stating that a proactive program was being undertaken by USWS for cars owned by them performing MSW service. Based on the positive industry response to the safety concerns raised by FRA, the agency continued to monitor the use of flat cars in MSW service and is aware of the following additional cars that have experienced cracked center sills:

1. ECCX 97072 on June 22, 2006, in Waycross, Georgia.
2. ECCX 97098 on June 22, 2006, in Waycross, Georgia.
3. ECCX 97072 on June 22, 2006, in Waycross, Georgia.
4. ECCX 97111 on June 22, 2006, in Waycross, Georgia.
5. DTTX 64043 on September 14, 2006, in Elizabeth, New Jersey.
6. ECXX 20046 on November 26, 2006, in Marshville, North Carolina.
7. ECXX 20043 on December 1, 2006, in Sabot, Virginia.