

rental income will significantly increase the airport's available operational budget. Approval does not constitute a commitment by the FAA to financially assist in the lease of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The disposition of proceeds from the lease of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

**DATES:** Comments must be received on or before August 13, 2007.

**ADDRESSES:** Written comments on the Sponsor's request must be delivered or mailed to: Sandra A. Lyman, Airports Engineer, 2300 East Devon, Des Plaines, Illinois 60018.

**FOR FURTHER INFORMATION CONTACT:** Sandra A. Lyman, Airports Engineer, 2300 East Devon, Des Plaines, Illinois 60018. Telephone Number (847) 294-7525, FAX Number (847) 294-7046. Documents reflecting this FAA action may be reviewed at this same location or at Evansville Regional Airport, Evansville, Indiana.

**SUPPLEMENTARY INFORMATION:** Following is a legal description of the property located in Evansville, Vanderburgh County, Indiana, and described as follows:

Part of Section 34, Township 6 South, Range 10 West, Vanderburgh County, Indiana, described as follows:

Commencing at the southeast corner of said Section 34; thence North 01 degree 11 minutes 26 seconds East 2139.92 feet along the East line of said Section; thence parallel with the South line of the Southeast Quarter of said Section, North 88 degrees 39 minutes 44 seconds West 1548.55 feet to the Point of Beginning; thence South 05 degrees 08 minutes 47 seconds West 373.72 feet; thence southerly 363.64 feet along an arc to the right and having a radius of 1415.11 feet and subtended by a long chord having a bearing of South 12 degrees 43 minutes 01 seconds West and a length of 362.64 feet; thence southwesterly 1209.36 feet along an arc to the right having a radius of 1258.00 feet and subtended by a long chord having a bearing of South 44 degrees 20 minutes 55 seconds West and a length of 1163.32 feet; thence South 83 degrees 59 minutes 51 seconds West 164.75 feet; thence westerly 195.17 feet along an arc

to the right having a radius of 735.92 feet and subtended by a long chord having a bearing of South 85 degrees 34 minutes 56 seconds West and a length of 194.60 feet; thence North 89 degrees 35 minutes 37 seconds West 26.71 feet; thence South 89 degrees 37 minutes 03 seconds West 331.65 feet; thence South 86 degrees 11 minutes 09 seconds West 61.41 feet; thence South 90 degrees 00 minutes 00 seconds West 263.76 feet; thence South 88 degrees 21 minutes 05 seconds West 226.14 feet; thence easterly and northeasterly 39.71 feet along a non-tangent arc to the left having a radius of 32.00 feet and subtended by a long chord having a bearing of North 49 degrees 46 minutes 49 seconds East and a length of 37.21 feet; thence North 11 degrees 33 minutes 06 seconds East 228.77 feet; thence North 17 degrees 22 minutes 34 seconds East 100.72 feet; thence North 10 degrees 32 minutes 00 seconds East 108.51 feet; thence northerly and northeasterly 285.63 feet along an arc to the right having a radius of 524.54 feet and subtended by a long chord having a bearing of North 26 degrees 29 minutes 04 seconds East and a length of 282.11 feet; thence North 38 degrees 21 minutes 06 seconds East 9.70 feet; thence South 85 degrees 44 minutes 50 seconds West 695.25 feet; thence North 01 degrees 30 minutes 26 seconds East 103.96 feet; thence North 38 degrees 21 minutes 19 seconds East 1741.56 feet; thence South 51 degrees 38 minutes 54 seconds East 357.14 feet; thence North 38 degrees 21 minutes 06 seconds East 1064.81 feet; thence South 51 degrees 38 minutes 54 seconds East 154.09 feet; thence South 04 degrees 13 minutes 04 seconds East 388.74 feet; thence North 86 degrees 33 minutes 33 seconds East 173.86 feet; thence South 04 degrees 19 minutes 52 seconds East 16.94 feet; thence southerly 174.71 feet along an arc to the left having a radius of 349.60 feet and subtended by a long chord having a bearing of South 18 degrees 38 minutes 53 seconds East and a length of 172.90 feet; thence South 31 degrees 27 minutes 19 seconds East 344.16 feet; thence southeasterly and southerly 201.70 feet along an arc to the right having a radius of 330.00 feet and subtended by a long chord having a bearing of South 13 degrees 56 minutes 42 seconds East and a length of 198.58 feet to the point of beginning, and containing 97.10 acres, more or less.

Issued in Des Plaines, Illinois on June 29, 2007.

**Jack Delaney,**

*Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Noise Compatibility Program Notice; Laredo International Airport; Laredo, TX

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Laredo under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On September 22, 2005, the FAA determined that the noise exposure maps submitted by the City of Laredo under Part 150 were in compliance with applicable requirements. On June 22, 2007, the FAA approved the Laredo International Airport noise compatibility program. Most of the recommendations of the program were approved. No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.

**DATES:** Effective Date: The effective date of the FAA's approval of the Laredo International Airport noise compatibility program is June 22, 2007.

**FOR FURTHER INFORMATION CONTACT:** (Mr. Paul E. Blackford, Department of Transportation, Federal Aviation Administration, Fort Worth, Texas 76193-0650, (817) 222-5607.)

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 Laredo International Airport, effective June 22, 2007.

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 Federal Aviation Regulations (FAR) 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 FAR 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 FAR 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 FAR 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 an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. 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. Where federal funding is sought, requests for project grants must be submitted to the FAA regional office in Fort Worth, Texas.

The City of Laredo submitted to the FAA on February 28, 2007, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from October 27, 2004, through December 18, 2006. The Laredo International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 22, 2005. Notice of this determination was published in the **Federal Register** on September 30, 2005.

The Laredo International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from January 4, 2007 beyond the year 2010. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act. The FAA began its review of the program on February 28, 2007, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained seven proposed actions for noise mitigation off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective June 22, 2007.

Outright approval was granted for five of the specific program elements. One element was disapproved and one element was approved in part. The disapproved Element proposed to offer fee simple acquisition, or the purchase of an avigation easement from owners of vacant land in the squared off 65 DNL contour.

Vacant land is considered a compatible land use and the City of Laredo has adequate controls in place to prevent noncompatible land use development. The disapprove in part element proposed to replace the noise contours in city Ordinance No. 94-0-012 with worst-case scenario contours developed by the City. Replacement of the contours included in the City Ordinance with the contours shown in the *2010 Future Condition Noise*

*Exposure Map With Program Implementation* was approved.

Replacement of Ordinance Contours with the worst-case scenario contours was disapproved for purposes of Part 150. Three elements proposed fee simple acquisition, sound insulation, or purchase of an avigation easement in separate geographical areas around the airport. The three measures were approved. One of the remaining two elements proposed coordination with the Texas Real Estate Commission to gain approval of a modification to the Seller's Disclosure form. The revision would require depiction of the property location within the boundaries of the Noise Exposure Map. The remaining element proposed an update to the Noise Exposure Maps and Noise Compatibility Program should noise levels significantly increase or decrease. Both elements were approved.

These determinations are set forth in detail in a Record of Approval signed by the Southwest Region, Airports Division Manager on June 22, 2007. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Laredo International Airport. The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Fort Worth, Texas, July 3, 2007.

**Kelvin L. Solco,**

*Manager, Airports Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Compatibility Program Notice; Shreveport Regional Airport, Shreveport, LA

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Shreveport Regional Airport Authority under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On January 12, 2007 the