

such other relief as the Department may deem necessary or appropriate.

Docket Number: DOT-OST-2011-0068.

Date Filed: March 29, 2011.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 19, 2011.

Description: Application of American Eagle Airlines, Inc. requesting a certificate of public convenience and necessity authorizing scheduled foreign air transportation of person, property, and mail from a point or points in the United States, via intermediate points, to a point or points in any open skies country.

Docket Number: DOT-OST-2011-0073.

Date Filed: April 1, 2011.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 22, 2011.

Description: Application of Orange Air, LLC requesting a certificate of public convenience and necessity authorizing Orange Air to engage in interstate charter air transportation of persons, property and mail.

Docket Number: DOT-OST-2011-0074.

Date Filed: April 1, 2011.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 22, 2011.

Description: Application of Orange Air, LLC requesting a certificate of public convenience and necessity authorizing Orange Air to engage in foreign charter air transportation of persons, property, and mail between any place in the United States and any place outside thereof.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 2011-9162 Filed 4-14-11; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed the Week Ending April 2, 2011

The following Agreements were filed with the Department of Transportation under the Sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

Docket Number DOT-OST-2011-0069.

Date Filed March 30, 2011.

Parties Members of the International Air Transport Association.

Subject (a) TC23 between Middle East, Africa and TC3 (except South West Pacific) Flex Fares Resolutions, Geneva, 14-15 June 2010 (Memo 0449/0447), TC23 between Middle East, Africa and TC3 (except South West Pacific) Flex Fares, Geneva, 14-15 June 2010 (Memo 0454/0452), TC23 between Middle East, Africa and TC3 (except South West Pacific) Minutes (Memo 0450/0448).

(b) TC23 Middle East/Africa—TC3 (except South West Pacific) Flex Fare Resolution 111tt, Mail Vote 673 (Memo 0458/0454), Intended Effective Date: 1 April 2011.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 2011-9164 Filed 4-14-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map; Louisville International Airport, Louisville, KY

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by Louisville Regional Airport Authority for Louisville 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 7, 2011.

FOR FURTHER INFORMATION CONTACT: Phillip J. Braden, Federal Aviation Administration, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, Tennessee 38118, 901-322-8181.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for Louisville International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150, effective April 7, 2011. 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 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 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 noncompatible 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 Louisville Regional Airport Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in Section 150.7 of 14 CFR part 150 includes: Figure 11, "Existing Condition 2011 Noise Exposure Map"; Figure 12, "Forecast Condition 2012 Noise Exposure Map"; Figure 4, "Existing 2011 North Flow Arrival and Departure Tracks"; Figure 5, "Existing 2011 South Flow Arrival and Departure Tracks"; Figure 6, "Forecast 2016 North Flow Arrival and Departure RNAV Tracks"; Figure 7, "Forecast 2016 South Flow Arrival and Departure RNAV Tracks"; Figure 8, "Military Arrival and Departure Tracks"; Figure 13, "Comparison of Existing 2011 and Forecast 2016 Noise Exposure Maps"; Table 4, "2011 Operations Summary"; Table 5, "Modeled Average Daily Aircraft Operations for 2011"; Table 6, "2016 Operations Summary"; Table 7, "Modeled Average Daily Aircraft Operations for 2016"; Table 9, "Overall Runway Use Percentages for 2011"; Table 10, "Modeled Average Daily Runway Use for 2011"; Table 14, "Overall Runway Use Percentages for 2016"; Table 15, "Modeled Average Daily Runway Use for 2016"; Table 21, "Military Helicopter Flight Tracks and Use"; Table 25, "Estimated Residential Population within 2011 and 2016 DNL Contours". The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 7, 2011.

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