

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:

1. The noise compatibility program was developed in accordance with the provisions and procedures of FAR part 150;
2. 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;
3. 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
4. Program measures relating to the uses 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 New York Airports District Office in Garden City, New York.

The South Jersey Transportation Authority submitted its noise exposure maps, descriptions, and other documentation produced during the noise compatibility study in 2003 to the FAA on December 31, 2004. The Atlantic City International Airport's noise exposure maps were determined by FAA to be in compliance with applicable requirements on July 15, 2005. Notice of this determination was published in the *Federal Register* on July 27, 2005.

The Atlantic City International Airport study contains a proposed noise compatibility program update comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on July 15, 2005 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 noise compatibility program contained three proposed actions for noise mitigation. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part 150 have been satisfied. The Acting Associate Administrator for Airports approved the overall program effective January 11, 2006.

All three program measures have been approved in whole or in part. Measure 3 (use of Runway 13-31 as the preferential runway for night departures) was disapproved in part due to ATCT concerns.

These determination are set forth in detail in a Record of Approval signed by the Acting Associate Administrator for Airports on January 11, 2006. 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 administration offices of the South Jersey Transportation Authority. The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Garden City, New York, March 3, 2006.

Otto N. Suriani,

Acting Manager, New York Airports District Offices.

[FR Doc. 06-2350 Filed 3-10-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program Modification and Request for Review; Orlando Sanford International Airport, Sanford, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program modification that was submitted for Orlando Sanford International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act hereinafter referred to as "the Act") and 14 CFR part 150 by the Sanford Airport Authority. This program modification proposes to revise Land Use Element H of the Noise Compatibility Program (NCP) for SFB approved on November 6, 2002, to reflect the incompatible land uses located within the 65 DNL noise contour of the 2004 Noise Exposure Map. This program modification was submitted subsequent to a determination by FAA that the associated noise exposure maps submitted under 14 CFR part 150 for Orlando Sanford International Airport were in compliance with applicable requirements effective June 22, 2005. The proposed noise compatibility program modification will be approved or disapproved on or before August 30 2006.

DATES: The effective date of the start of FAA's review of the proposed noise compatibility program modification is March 3, 2006. The public comment period ends May 2, 2006.

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 is reviewing a proposed noise

compatibility program modification for Orlando Sanford International Airport which will be approved or disapproved on or before August 30, 2006. This notice also announces the availability of this program modification for public review and comment.

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 or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for Orlando Sanford International Airport, effective on March 3, 2006. The airport operator has requested that the FAA review this material and that the modified noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. 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 modification. The formal review period, limited by law to a maximum of 180 days, will be completed on or before August 30, 2006.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are 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 relating to these factors, 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 compatibility program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Dr., Suite 400, Orlando, Florida 32822.

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

Issued in Orlando, Florida, March 3, 2006.

Matthew J. Thys,

Assistant Manager, Orlando Airports District Office.

[FR Doc. 06-2353 Filed 3-10-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 202: Portable Electronic Devices

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 202 Meeting: Portable Electronic Devices.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 202: Portable Electronic Devices.

DATES: The meeting will be held on April 3-7, 2006, from 9 a.m. to 4:30 p.m.

ADDRESSES: The meeting will be held at Conference Rooms, 1828 L Street, NW., Suite 805, Washington, DC.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 202 Portable Electronic Devices meeting. The agenda will include:

- April 3:
 - Co-chairs' Strategy Sessions with Working Group Leaders
 - Working Group Progress and Status Update/Plan for Terms of Reference (TOR) Compliance Review
 - Overall Review of Plan and Schedule for Phase 2
 - Plan for Recommendation on Scoping of Picocell Assessment and Guidelines
 - WG1, WG2, and WG3 to develop recommendations to SC-202 plenary on Mask-Like Object, recommendations to FCC on emissions, and susceptibility limits required from the aircraft systems side
 - Working Group Coordination
 - Time for all Working Groups to meet together if required
 - Working Groups (WG) 1 through 5 meet.

- WG-1, PED Characterization, Garmin Room
- WG-2, Aircraft Path Loss and Test, with WG-3, Aircraft Susceptibility, MacIntosh-NBAA-Hilton/ATA Room
- WG-4, Risk Assessment, Mitigation, and process, Colson Board Room
- WG-5, airplane Design and Certification Guidance, ARINC Conference Room
- Chairmen's Strategy session with Working Group Leaders
- Coordinate Recommendations to Plenary: Phase 2 work plan, TOR compliance verification, and schedule
- April 4:
 - Opening Plenary Session (Welcome and Introductory Remarks, Review Agenda, Review/Approve previous Common Plenary Summary, Review Open Action Items)
 - Results of RTCA PMC meeting on publication of interim update DO-294A
 - Update from Regulatory Agencies (FAA, UK-CAA, Canadian TSB, FCC, or other)
 - Update on Work of EUROCAE Working Group WG58 by Michael Crokaert of Airbus, WG58 Chairman
 - CEA PEDs Working Group Report and plans for ANSI accredited standard by Doug Johnson of CEA
 - Update on CTIA Task Force on cell phones on airborne aircraft by Paul Guckian of QUALCOMM
 - "Active RFID Transponders' RF Emission and Cargo Bay Interference Path Loss Measurements for Aircraft Com/Nave Bands" by Truong Nguyen of NASA Langley Research Center
 - "RF Propagation Flight Testing" (report on results from test) by Frank Whetten of Boeing
 - Break-out sessions for Working Groups:
 - Working Groups (WG) 1 through 5 meet.
 - WG-1, PED Characterization
 - WG-2, Aircraft Path Loss and Test, with WG-3, Aircraft Susceptibility
 - WG-4, Risk Assessment, Mitigation, and process
 - WG-5, Airplane Design and Certification Guidance
 - Committee Consensus on Remaining Phase 2 Work Plan, TOR Compliance Plan, and Schedule for Completion
 - April 5:
 - Co-chairs' Strategy Session with Working Group Leaders
 - WG Progress and Status Update/Plan for (TOR) Compliance Review
 - Overall Review of Plan and Schedule for Phase 2
 - Working Groups Coordination
 - Time for all Working Groups to meet, if required
 - Working Groups Meet if required