

said 241.695 acre tract, having a radius of 789.44 feet, a central angle of 74°04'38", an arc distance of 1020.66 feet to a point, said point being subtended by a chord bearing of N 06°29'51" E, a chord distance of 951.04 feet;

Thence N 30°31'07" W, continuing through said 241.695 acre tract, a distance of 864.22 feet to a point of curvature;

Thence along an arc of a curve to the right, through said 241.695 acre tract and said 295.137 acre tract, having a radius of 786.20 feet, a central angle of 76°06'34", an arc distance of 1044.35 feet to a point, said point being subtended by a chord bearing of N 07°32'10" E, a chord distance of 969.25 feet;

Thence N 45°35'27" E, continuing through said 295.137 acre tract, a distance of 2212.72 feet to a point of curvature;

Thence along an arc of a curve to the right, continuing through said 295.137 acre tract, having a radius of 1979.86 feet, a central angle of 11°24'43", an arc distance of 394.34 feet to a point in the westerly line of that 1.433 acre tract as described to South Central Power Company of record in Official Record 34399, Page E11, said point being subtended by a chord bearing of N 51°17'48" E, a chord distance of 393.69 feet;

Thence S 04°16'55" W, along the westerly line of said 1.433 acre tract, a distance of 43.85 feet to a point being the southwesterly corner of said 1.433 acre tract;

Thence S 86°06'35" E, along the southerly line of said 1.433 acre tract, a distance of 210.16 feet to a point being the southeasterly line of said 1.433 acre tract;

Thence N 04°16'55" E, along the easterly line of said 1.433 acre tract, a distance of 280.50 feet to a point being the northeasterly corner of said 1.433 acre tract;

Thence S 86°06'35" W, along the northerly line of said 1.433 acre tract, a distance of 71.05 feet to a point being a northerly corner of said 1.433 acre tract;

Thence N 04°16'55" E, along the easterly line of said 1.433 acre tract, a distance of 25.00 feet to a point being the northerly corner of said 1.433 acre tract;

Thence N 86°06'35" W, along the northerly line of said 1.433 acre tract, a distance of 139.11 feet to a point being a northwesterly corner of said 1.433 acre tract;

Thence N 03°53'24" E, leaving said 1.433 acre tract, through said 295.137 acre tract, a distance of 18.20 feet to a point;

Thence S 86°06'35" E, continuing through said 295.137 acre tract, a distance of 435.21 feet to a point;

Thence S 03°45'18" W, continuing through said 295.137 acre tract, a distance of 31.60 feet to a point of curvature;

Thence along a non-tangent curve to the right, continuing through said 295.137 acre tract, having a radius of 1979.86 feet, a central angle of 22°14'57", an arc distance of 768.82 feet to a point in the southerly line of said 4.474 acre tract, said point being subtended by chord bearing N 82°42'47" E, a chord distance of 764.00 feet;

Thence S 86°09'45" E, along the southerly line of said 4.474 acre tract and the northerly line of said 0.371 acre tract, a distance of 301.01 feet to the Point of Beginning and containing 70.643 acres, more or less;

The basis of bearings are based on the grid bearing of S 86°13'48" E, between Franklin County Survey Control Monument Numbers 9958 and 9962.

Issued in Romulus, Michigan on April 24, 2006.

Irene Porter,

Manager, Detroit Airports District Office FAA, Great Lakes Region.

[FR Doc. 06-4329 Filed 5-8-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Portland International Jetport, Portland, ME; FAA Approval of Noise Compatibility Program

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 Portland under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150. These findings are made in recognition of the description of federal and non-federal responsibilities in Senate Report No. 96-51 (1980). On September 9, 2005, the FAA determined that the noise exposure maps submitted by the City of Portland under part 150 were in compliance with applicable requirements. On March 8, 2006, the Acting Associate Administrator approved the Portland International Jetport noise compatibility program. All 13 of the proposed program elements were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Portland International Jetport noise compatibility program is March 8, 2006.

FOR FURTHER INFORMATION CONTACT: John C. Silva, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone (617) 238-7602.

Documents reflecting this FAA action may be obtained from the same individual.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Portland International Jetport noise compatibility program, effective March 8, 2006.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter the Act), as 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 Regulation (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

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 as 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 a 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 under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The City of Portland submitted to the FAA, on August 31, 2005, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from December 2001 to August 2005. The Portland International Jetport noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 9, 2005. Notice of this determination was published in the **Federal Register** on September 22, 2005.

The Portland International Airport Jetport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 2007. The City of Portland 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 September 9, 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 flight procedures for noise control).

Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 13 proposed actions for noise mitigation on and 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 Acting Associate Administrator therefore approved the overall program effective March 8, 2006.

Of the 13 proposed program elements, all were approved. The 13 program elements include new FMS/RNAV flight procedures, greater use of airspace over the Fore River for departures from Runway 11 and arrivals to Runway 29, a reduction in early left turns for aircraft departing Runway 29, runway use recommendations for Federal Express air cargo operations, increased use of Runway 11–29 over Runway 18–36, coordinated efforts with surrounding communities to reduce incompatible land use development, a new flight track monitoring system, periodic recalculation of noise exposure, establishment of engine run-up procedures, continued work with Federal Express to encourage conformance with noise abatement measures, a request that Brunswick Naval Air Station flight units curtail practice instrument operations at PWM, continued meetings with the Noise Advisory Committee, and attendance at meetings of local homeowner associations.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Acting Associate Administrator on March 8, 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 administrative offices of Portland International Jetport, Portland, Maine.

Dated: Issued in Burlington, Massachusetts on April 21, 2006.

LaVerne Reid,

Manager, Airports Division, New England Region.

[FR Doc. 06–4327 Filed 5–08–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Programmatic Environmental Impact Statement: Launches and Reentries Under an Experimental Permit

AGENCY: Federal Aviation Administration (FAA), Office of Commercial Space Transportation.

ACTION: Notice of extension of scoping for the Programmatic Environmental Impact Statement (PEIS) for Experimental Permits.

SUMMARY: On March 27, 2006, the FAA published a Notice of Intent to prepare a PEIS for Experimental Permits in the **Federal Register** (71 FR 15251). The FAA has decided to extend the scoping period for the preparation of the PEIS to June 2, 2006. All comments received by June 2, 2006 will be considered in the preparation of the Draft PEIS.

FOR FURTHER INFORMATION CONTACT:

Questions regarding this notice may be directed to Ms. Stacey M. Zee, FAA Environmental Specialist, c/o ICF Consulting, 9300 Lee Highway, Fairfax, VA 22031; via E-mail *PEIS-Experimental-Permits@icfconsulting.com*; or via fax at 703–934–3951. Envelopes and the subject line of e-mails or faxes should be labeled “Scoping for the Experimental Permits PEIS.”

Herbert Bachner,

Manager, Space Systems Development Division.

[FR Doc. E6–7049 Filed 5–8–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Availability of Record of Decision for the Final Environmental Impact Statement, Phoenix Sky Harbor International Airport, Phoenix, Maricopa County, AZ

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for Record of Decision.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it has published a Record of Decision (ROD) for the Final Environmental Impact Statement (FEIS) that evaluated a proposed Airport Development Program at Phoenix Sky Harbor International Airport (PHX), Phoenix, Maricopa County, Arizona.