

125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

**DATES:** Comments must be received on or before March 10, 2008.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Craig A. Sparks, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, Colorado 80249.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Blake Fannesbeck, Director of Public Works, Brigham City Municipal Airport, P.O. Box 1005, 20 North Main Street, Brigham City, Utah 84302.

**FOR FURTHER INFORMATION CONTACT:** Mr. Roman Piñon, Project Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, Colorado 80249.

The request to release property may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release property at the Brigham City Municipal Airport under the provisions of the AIR 21.

On September 14, 2007, the FAA determined that the request to release property at the Brigham City Municipal Airport submitted by Brigham City, Utah met the procedural requirements of the Federal Aviation Regulations, Part 155. The FAA may approve the request, in whole or in part, no later than March 10, 2008.

The following is a brief overview of the request:

The Brigham City Municipal Airport requests the release of 1.26 acres of non-aeronautical airport property to Brigham City, Utah. The purpose of this release is to allow the City to exchange the subject land that no longer serves any aeronautical purpose at the airport. The exchange will provide new access to the airport.

Any person may inspect the request by appointment at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may inspect the application, notice and other documents germane to the application in person at the Brigham City Municipal Airport, 20 North Main Street, Brigham City, Utah 84302.

Issued in Denver, Colorado on February 4, 2008.

**Craig A. Sparks,**

*Manager, Denver Airports District Office.*

[FR Doc. 08-720 Filed 2-19-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **RTCA Special Committee 147 Sixty Seventh Plenary: Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 147 meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 147: Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment.

**DATES:** The meeting will be held March 13, 2008 from 9 a.m.–5 p.m.

**ADDRESSES:** The meeting will be held at RTCA, Inc. 1828 L Street, Suite 805, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; 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 147 Meeting and Working Group 75. The agenda will include:

- March 13:
  - Opening Plenary Session: (Welcome and Introductory Remarks, Review/Approval of minutes from 66th SC-147 meeting, Review Agenda).
  - FAA TCAS II Program Office Activities:
  - EUROCONTROL TCAS II Program Office Activities.
  - Requirements Working Group (RWG) Activities.
  - Review and resolution of comments/issues from FRAC.
  - Consideration of Final Draft of TCAS MOPS-DO-185B.
  - Other WG75 Activities.
  - Future Plans for WG-75.
  - Future Plans for SC-147.
  - Closing Session (Other Business, Future Actions/Activities, Date and Place of Next Meeting, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on February 11, 2008.

**Francisco Estrada C.,**

*RTCA Advisory Committee.*

[FR Doc. 08-732 Filed 2-19-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Noise Exposure Map Notice for Meadows Field Airport, Bakersfield, California**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by County of Kern, California for Meadows Field 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.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is January 16, 2008.

**FOR FURTHER INFORMATION CONTACT:** Victor Globa, Federal Aviation Administration, Los Angeles Airports District Office, P.O. Box 92007, Los Angeles, California 90009-2007, Telephone: 310/725-3637.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Meadows Field Airport are in compliance with applicable requirements of Part 150, effective January 16, 2008. Under 49 U.S.C. 47503 of 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 or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by County of Kern, California. The documentation that constitutes the "Noise Exposure Maps" as defined in section 150.7 of Part 150 includes: Exhibit 1 "Existing Conditions (2005) Noise Exposure Map," and Exhibit 2 "Five-Year Forecast (2010) Noise Exposure Map." The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as residential, open space, commercial/office, community facilities, libraries, churches, infrastructure, vacant and warehouse and those areas within the Community Noise Equivalent Level (CNEL) 60, 65, 70 and 75 noise contours. Estimates for the number of people within these contours for the year 2005 are shown in Table 4B. Estimates of the future residential population within the 2007 noise contours are shown in Table 4D. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Exhibits 3D, 3E, 3F and 3G. The type and frequency of aircraft operations (including nighttime operations) are found in Tables 3B and 3C. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 16, 2008.

FAA's determination on an 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 overlaying 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.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Planning and Environmental Division,  
APP-400, 800 Independence Avenue,  
SW., Washington, DC 20591.

Federal Aviation Administration,  
Western-Pacific Region, Airports  
Division, Room 3012, 15000 Aviation  
Boulevard, Lawndale, California  
90261.

Federal Aviation Administration, Los  
Angeles Airports District Office,  
15000 Aviation Boulevard, Lawndale,  
California 90261.

Jack Gotcher, CM, CAE, Director,  
County of Kern, Department of  
Airports, Meadows Field Airport,  
3701 Wings Way, Suite 300,  
Bakersfield, California 93308.

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

Issued in Hawthorne, California on January 16, 2008.

**Mark A. McClardy,**

*Manager, Airports Division, AWP-600,  
Western-Pacific Region.*

[FR Doc. 08-721 Filed 2-19-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Westmoreland County, PA

**AGENCY:** Federal Highway  
Administration (FHWA), DOT.

**ACTION:** Cancellation of the Notice of  
Intent.

**SUMMARY:** This notice rescinds the previous Notice of Intent (issued January 29, 1993) to prepare an Environmental Impact Statement for a proposed highway project consisting of the construction of a new two-lane roadway (to be identified as T.R. 711) between the southern terminus of U.S. Route 30 and the northern terminus, which is a point approximately one mile north of Ligonier on S.R. 711 in Ligonier Township. The proposed project is approximately 2.0 miles in length.

**FOR FURTHER INFORMATION CONTACT:**  
David W. Cough, P.E., Director of  
Operations, Federal Highway  
Administration, Pennsylvania Division  
Office, 228 Walnut Street, Room 508,  
Harrisburg, PA 17101-1720, Telephone  
(717) 221-3411—OR—Alan Bailey, P.E.,  
Assistant District Executive,  
Pennsylvania Department of  
Transportation, District 12-0, P.O. Box  
459 North Gallatin Avenue Extension,  
Uniontown, PA 15401, Telephone (724)  
439-7259.

**SUPPLEMENTARY INFORMATION:** The need to address traffic conflicts within the Ligonier central business district still exists and the Pennsylvania Department of Transportation, District 12-0, intends to continue to address traffic compatibility with the community through a series of transportation system management implementation strategies. These strategies include, but are not limited to, advanced warning signs, speed limit enforcement, and pavement markings. Furthermore, PennDOT District 12-0 has already completed a signing and pavement marking project in the Ligonier Diamond area to improve pedestrian safety and facilitate truck and automobile traffic movements. PennDOT will also recommend a Pedestrian Safety Program and will provide information to the borough on how to apply for a Safer Routes to School project.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)