

<sup>11</sup> While this device passed all of the requirements of the Model Specifications, readings should be taken only after the time specified by the manufacturer. For valid readings, the user should follow the manufacturer's instructions. Readings should be taken one (1) minute after a sample is introduced at or above 30 °C (86 °F); readings should be taken after two (2) minutes at 18 °C–29 °C (64.4 °–84.2 °F); and readings should be taken after five (5) minutes when testing at temperatures at or below 17 °C (62.6 °F). If the reading is taken before five (5) minutes has elapsed under the cold conditions, the user is likely to obtain a reading that underestimates the actual saliva-alcohol level.

**Authority:** 23 U.S.C. 403; 49 CFR 1.50; 49 CFR part 501.

Issued on: November 18, 2009.

**Jeff Michael,**

*Associate Administrator for the Office of Research and Program Development.*

[FR Doc. E9–29822 Filed 12–14–09; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice for San Diego International Airport, San Diego, CA

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by San Diego County Regional Airport Authority, for San Diego 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 November 10, 2009.

**FOR FURTHER INFORMATION CONTACT:** Victor Globa, Environmental Protection Specialist, Federal Aviation Administration, Los Angeles Airports District Office, Mailing Address: P.O. Box 92007, Los Angeles, California 90009–2007. Street Address: 15000 Aviation Boulevard, Hawthorne, California 90261. Telephone: 310/725–3637.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for San Diego International Airport are in compliance with applicable requirements of 14 Code of Federal Regulations (CFR) part 150 (hereinafter referred to as “Part 150”), effective November 10, 2009. Under 49 U.S.C. section 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 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 San Diego County Regional Airport Authority. The documentation that constitutes the “Noise Exposure Maps” as defined in section 150.7 of Part 150 includes: Figure 2, Existing Condition (2009) Noise Exposure Map; Figure 3, Forecast Condition (2014) Noise Exposure Map; Figure 4, Comparison of Existing (2009) and Forecast (2014) Noise Exposure Maps; Figure 5, Existing SAN Airport Layout; Figure 6, Runway 9 Departure Arrival Tracks; Figure 7, Runway 27 Departure and Arrival Tracks; Figure 8, Helicopter Departure and Arrival Tracks; Table 3, Annual CNEL Measured at the RMT's; Table 4, Comparison of Annual CNEL-Measured and Modeled; Table 5, 2007 Aircraft Operations; Table 6, Existing (2009) Modeled Average Daily Aircraft Operations; Table 7, Forecast (2014) Modeled Average Daily Aircraft Operations; Table 8, Runway Utilization; Table 9, Number of Non-Residential Sensitive Receptors within 2009 and 2014 CNEL Contours; Table 10, Listing of Non-Residential Sensitive Receptors within 2009 and 2014 CNEL Contours; Table 11, Estimated Residential Population within 2009 and 2014 CNEL Contours; Table 12, Number of Single Family Homes Eligible for Sound Mitigation; Table 13, Number of Multi-Family Residential Units Eligible for Mitigation; Table 14, Noise Technical Advisory Group Members; Table 15, Noise Technical Advisory Group Meetings; Table 16, Community Information Workshops Content. The FAA has determined that these Noise Exposure Maps and accompanying

documentation are in compliance with applicable requirements. This determination is effective on November 10, 2009.

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 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 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,  
Western-Pacific Region Office,  
Airports Division, Room 3012, 15000  
Aviation Boulevard, Hawthorne,  
California 90261.

Federal Aviation Administration, Los  
Angeles Airports District Office,  
Room 3000, 15000 Aviation  
Boulevard, Hawthorne, California  
90261.

Mr. Dan Frazee, Director, Airport Noise Mitigation, San Diego County Regional Airport Authority, 3225 North Harbor Drive, San Diego, California 92101.

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

Issued in Hawthorne, California, December 4, 2009.

**Mark A. McClardy,**

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

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

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

**ACTION:** Monthly Notice of PFC Approvals and Disapprovals. In September 2009, there were seven applications approved. This notice also includes information on three applications, approved in August 2009, inadvertently left off the August 2009 notice. Additionally, 12 approved amendments to previously approved applications are listed.

**SUMMARY:** The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of 158.29.

#### PFC Applications Approved

*Public Agency:* City of Kansas City, Missouri.

*Application Number:* 09-06-C-00-MCI.

*Application Type:* Impose and use a PFC.

*PFC Level:* \$3.00.

*Total PFC Revenue Approved in this Decision:* \$22,679,060.

*Earliest Charge Effective Date:* July 1, 2014.

*Estimated Charge Expiration Date:* June 1, 2015.

*Classes of Air Carriers Not Required To Collect PFC's:* Air taxi/commercial operators filing FAA Form 1800-31.

*Determination:* Approved. Based on information contained in the public agency's application, the FAA has

determined that the approved class accounts for less than 1 percent of the total annual enplanements at Kansas City International Airport (MCI).

*Brief Description of Projects Approved for Collection at MCI and Use at MCI:*

Terminal chilled water line and cooling tower replacement.

Airfield pavement rehabilitation.

New snow removal equipment.

Cargo apron rehabilitation.

*Brief Description of Project Approved for Collection at MCI and Use at Charles B. Wheeler Downtown Airport:* Runway 1/19 safety area extensions.

*Brief Description of Project Partially Approved for Collection at MCI and Use at MCI:* Snow removal equipment/ aircraft rescue and firefighting vehicle maintenance facility.

*Determination:* Partially approved. The FAA determined that the existing facility included uses that were not PFC eligible. Therefore, only 14 percent of the cost of the building renovations was determined to be eligible.

*Brief Description of Project Approved for Collection at MCI for Future Use at MCI:* Airfield sand and deicing facility.

*Brief Description of Project Partially Approved for Collection at MCI for Future Use at MCI:* Airfield snow removal equipment building.

*Determination:* Partially approved. The public agency requested that this facility be funded solely with PFC revenue. However, the FAA's calculations on the minimum size and fleet make-up of the airport's snow removal fleet determined that only 32 of the 45 pieces of snow removal equipment (equaling 71 percent of the existing fleet) were PFC-eligible. Therefore, the approved PFC amount for this facility was limited to 71 percent of the total project cost.

*Brief Description of Disapproved Project:* Common use airfield waste facility.

*Determination:* Disapproved. The FAA determined that this project was not PFC eligible in accordance with § 158.15(b)(1).

*Decision Date:* August 13, 2009.

*For Further Information Contact:* Nicoletta Oliver, Central Region Airports Division, (816) 329-2642.

*Public Agency:* County and City of Yakima, Washington.

*Application Number:* 09-12-U-00-YKM.

*Application Type:* Use PFC revenue.

*PFC Level:* \$3.00.

*Total PFC Revenue Approved in this Decision:* \$300,000.

*Charge Effective Date:* August 1, 2006.

*Estimated Charge Expiration Date:*

April 1, 2011.

*Class of Air Carriers Not Required To Collect PFC's:* No change from previous decision.

*Brief Description of Project Approved for Use:* Relocate South 16th Avenue/ safety area service road.

*Decision Date:* August 27, 2009.

*For Further Information Contact:* Trang Tran, Seattle Airports District Office, (425) 227-1662.

*Public Agency:* County of Chemung, Horseheads, New York.

*Application Number:* 09-03-C-00-ELM.

*Application Type:* Impose and use a PFC. *PFC Level:* \$4.50.

*Total PFC Revenue Approved in this Decision:* \$2,080,342.

*Earliest Charge Effective Date:* March 1, 2010.

*Estimated Charge Expiration Date:* October 1, 2014.

*Class of Air Carriers Not Required To Collect PFC's:* Nonscheduled/on-demand carriers filing FAA Form 1800-31.

*Determination:* Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Elmira Corning Regional Airport.

*Brief Description of Projects Approved for Collection and Use:*

Snow removal equipment.

Storm water drainage study.

Security fence.

Master plan update.

Airport sweeper.

Terminal renovations.

Terminal lighting improvements.

PFC application.

Passenger canopy.

Land acquisition environmental assessment and appraisals (north of Sing Sing Road/runway 24 runway protection zone).

Broom.

*Brief Description of Projects Approved for Collection:*

Design general aviation access.

Construct general aviation access.

Truck-mounted snow blower.

Master plan update in 2013.

Design snow removal equipment/ maintenance building.

Construct snow removal equipment/ maintenance building.

*Brief Description of Projects Approved for Use:*

Land acquisition (easement)—runways 10 and 28 runway protection zone.

Land acquisition (fee simple)—runway 24 runway protection zone.

Design runway 24 and taxiway A extensions.

Construct runway 24 and taxiway A extensions.