

requirements on all slots and slot exemptions at JFK, LGA, and DCA beginning with the initial period following the hurricane through the winter scheduling season.

This office received comments on your petition from JetBlue Airways Corp. and US Airways, Inc. JetBlue opposes the requested waiver principally on the ground that the request is "overly broad" because the proposed waiver would affect slots beyond those needed to serve airports directly impacted by Hurricane Katrina, such as New Orleans (MSY). JetBlue would support a more limited waiver concerning flights between such airports, and the slot-controlled airports. According to JetBlue, RAA has not made an adequate demonstration of need for a broader waiver, given the existing demand by JetBlue and others for scarce take-off and landing rights at DCA and LGA. JetBlue argues that underutilized slots should be returned to the FAA for redistribution under Part 93.

US Airways supports the RAA petition and requests its own (identical) relief, specifically, a waiver of the slot usage requirements for all operable slots and slot exemptions at DCA and LGA through March 2006. US Airways recites many of the same facts described in the RAA petition, emphasizing actual and potential disruptions in the nation's refining capacity, which drive up fuel costs. US Airways states that a waiver would give it "scheduling and operational flexibility \* \* \* to rationalize its services as much as possible" in light of Katrina and related events. The carrier also points out that a variety of other federal agencies (such as EPA, the Department of Energy, and IRS) have waived various regulatory requirements to facilitate hurricane relief and recovery efforts.

On September 19, 2005 we granted a request from American Airlines, Inc. to waive the slot usage requirements with respect to four specifically identified slots that the carrier was scheduled to use from September 1 through December 31, 2005 for flights from LGA to MSY. We noted that this requested waiver satisfied the criteria listed in section 93.227(j).

We are receptive to specific requests for short-term waivers from the slot usage requirements, *i.e.*, with respect to service from any slot-controlled airport to/from airports affected by the recent hurricanes. We recognize that slot holders may well have difficulty meeting the rule's usage requirements when the extraordinary and devastating effects of the hurricane have interfered with their ability to sustain service in that region.

The FAA stands ready to work with the affected carriers and their trade associations to address such situations. (Of course, if carriers are expecting to cancel operations for some or all of the winter season, please advise our slot program office as soon as possible since other carriers might be interested in utilizing the slots on a temporary basis, thus avoiding their potential withdrawal under the "use or lose" rule.)

Because, however, many of the circumstances cited in your petition go to longstanding and fundamental obstacles to airline profitability, and are not specific to Katrina, I do not find that the criteria in section 93.227(j) have been satisfied. Therefore, I am denying your petition but without prejudice to your renewing your request on a more specific, limited basis.

If you have further questions on this matter, please contact Lorelei Peter on my staff at 202-267-3134.

Sincerely,  
Andrew B. Steinberg,  
*Chief Counsel.*

Issued in Washington, DC, on September 23, 2005.

**Gary A. Michel,**  
*Acting Assistant Chief Counsel for Regulations.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice, Laredo International Airport, Laredo, TX

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Laredo for Laredo 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.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is September 22, 2005.

**FOR FURTHER INFORMATION CONTACT:** Paul Blackford, Federal Aviation Administration, Airports Division, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298, telephone (817) 222-5607.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted

by the City of Laredo, Texas for Laredo International Airport are in compliance with applicable requirements of Part 150, effective September 22, 2005. 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 the City of Laredo. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes the following from the August 2005, FAR Part 150 Noise Compatibility Study: Exhibit 4.5, Year 2005 Existing Condition Noise Exposure Map; Exhibit 5.2, Year 2010 Future Condition Noise Exposure Map; Appendix J maps consisting of Touch And Go/Overflight Flight Tracks Map, Departure Flight Tracks Map, and Arrival Flight Tracks Map; Table 4.4, 2005 Existing Condition Noise Exposure Estimates; Table 5.2, 2010 Future Condition-Case 1 Noise Exposure Estimates. There are no Historic Resources within the DNL 65 contour. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on September 22, 2005.

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 § 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, 2601 Meacham Boulevard, Fort Worth, Texas; Laredo International Airport, 5210 Bob Bullock Loop, Laredo, Texas 78041. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, September 22, 2005.

**Kelvin L. Solco,**

*Manager, Airports Division.*

[FR Doc. 05-19596 Filed 9-29-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Environmental Impact Statement: Lafayette Regional Airport, Lafayette, LA

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

**ACTION:** Notice of availability.

**SUMMARY:** The FAA is issuing this notice to advise the public that the FAA's

Record of Decision (ROD), resulting from an Environmental Impact Statement (EIS) prepared by the Federal Highway Administration (FHWA) for its I-49 Connector Highway Project (State Project No. 700-24-0073 and Federal Aid Project No. DE-0009 (802) through Lafayette, Louisiana.

**FOR FURTHER INFORMATION CONTACT:**

Joyce M. Porter, Environmental Specialist, ASW-640D, Federal Aviation Administration, Southwest Regional Office, Fort Worth, Texas 76193-0640. Telephone (817) 222-5640.

**SUPPLEMENTARY INFORMATION:** The FAA is making available a ROD addressing impacts to the Lafayette Regional Airport resulting from the FHWA's selected alternative for its I-49 Connector Highway project at Lafayette, Louisiana. The ROD documents the final Agency decisions regarding the proposed project's impact upon Lafayette Regional Airport as described and analyzed in the EIS. The ROD is available for review during normal business hours at the following locations: FAA Southwest Regional Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298 and at the Lafayette Regional Airport, 200 Terminal Drive, #200, Lafayette, LA 70508.

Issued on: September 23, 2005.

**Kelvin L. Solco,**

*Manager, Airports Division.*

[FR Doc. 05-19597 Filed 9-29-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Air Traffic Procedures Advisory Committee

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

**SUMMARY:** The FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

**DATES:** The meeting will be held Monday, October 3, 2005 from 1 p.m. to 4:30 p.m., Tuesday, October 4, 2005, from 9 a.m. to 4:30 p.m., and Wednesday, October 5, 2005, from 9 a.m. to 12 p.m.

**ADDRESSES:** The meeting will be held at the Federal Aviation Administration, Bessie Coleman Conference Center, 800

Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. Stephen P. Creamer, Executive Director, ATPAC, System Operations and Safety, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9205.

**SUPPLEMENTARY INFORMATION:** Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the ATPAC to be held Monday, October 3, 2005 from 1 p.m. to 4:30 p.m., Tuesday, October 4, 2005, from 9 a.m. to 4:30 p.m., and Wednesday, October 5, 2005, from 9 a.m. to 12 p.m.

The agenda for this meeting will cover: A continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than September 28, 2005. The next quarterly meeting of the FAA ATPAC is planned to be held from January 23-26, 2006, in San Diego, CA.

Any member of the public may present a written statement to the Committee at any time at the address given above.

Issued in Washington, DC, on September 15, 2005.

**Stephen Creamer,**

*Executive Director, Air Traffic Procedures Advisory Committee.*

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