

environmental impacts of recurring activities and proposed future actions at Wallops Flight Facility (WFF). Under the Proposed Action in the 2005 EA, NASA would construct new facilities, demolish old facilities, and improve existing facilities at WFF. In addition, NASA would expand operations at WFF while continuing existing operations. Operations activities considered in the 2005 EA included rocket launches of multiple vehicle types, including the Pegasus vehicle, among other flight-related activities. Under the FAA's Proposed Action as stated in the FONSI, the FAA would renew a Launch Operator License to Orbital Sciences Corporation for the continued operation of Pegasus expendable launch vehicles at WFF. A launch operator license would authorize launches of Pegasus vehicles over the 5-year term of the license.

In accordance with the requirements of FAA Order 1050.1E, Change 1, paragraph 410, the FAA has independently evaluated the information contained in the 2005 EA and has verified the continued validity of the analysis contained in the EA. The FAA has determined that the 2005 EA sufficiently addresses the concerns of the FAA and complies with FAA requirements for implementing NEPA as stated in FAA Order 1050.1E, Change 1. The FAA has determined that there is no new information or analysis that would require preparation of a new or supplemental EA or Environmental Impact Statement according to the CEQ Regulations (40 CFR 1502.9(c)(1)). Therefore, the FAA issues the FONSI concurring with the analysis of impacts and findings in the 2005 EA and formally adopts the EA in compliance with the requirements 40 CFR 1506.3 to support renewing a Launch Operator License to Orbital Sciences Corporation for the continued operation of Pegasus expendable launch vehicles at WFF. The 2005 EA is incorporated by reference and is summarized as necessary in the FONSI. NASA has posted the 2005 EA on the internet at <http://sites.wff.nasa.gov/code250/docs/Final%20Site-Wide%20EA.pdf>.

The FAA has posted the FONSI on the internet at [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/](http://www.faa.gov/about/office_org/headquarters_offices/ast/).

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel Czelusniak, Environmental Program Lead, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW., Room 325, Washington, DC 20591, telephone (202) 267-5924; E-mail [daniel.czelusniak@faa.gov](mailto:daniel.czelusniak@faa.gov).

Issued in Washington, DC on March 1, 2011.

**Michael McElligott,**

*Manager, Space Systems Development Division.*

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**BILLING CODE 4310-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Research, Engineering and Development Advisory Committee

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 FAA Research, Engineering and Development (R,E&D) Advisory Committee.

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice of meeting.

*Name:* Research, Engineering & Development Advisory Committee.

*Time and Date:* April 20, 2011—9:30 a.m. to 4 p.m.

*Place:* Federal Aviation Administration, 800 Independence Avenue, SW—Round Room (10th Floor), Washington, DC 20591.

*Purpose:* The meeting agenda will include receiving from the Committee guidance for FAA's research and development investments in the areas of air traffic services, airports, aircraft safety, human factors and environment and energy. Attendance is open to the interested public but seating is limited. Persons wishing to attend the meeting or obtain information should contact Gloria Dunderman at (202) 267-8937 or [gloria.dunderman@faa.gov](mailto:gloria.dunderman@faa.gov). Attendees will have to present picture ID at the security desk and be escorted to the Round Room.

Members of the public may present a written statement to the Committee at any time.

Issued in Washington, DC, on February 24, 2011.

**Paul Fontaine,**

*Director (A), Research & Technology Development.*

[FR Doc. 2011-4827 Filed 3-4-11; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Jackson-Evers International Airport, Jackson, MS

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Jackson Municipal Airport Authority for Jackson-Evers 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 February 18, 2011.

**FOR FURTHER INFORMATION CONTACT:** Jonathan Linquist, Federal Aviation Administration, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, Mississippi 39208-2307, (601) 664-9893.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Jackson-Evers International Airport are in compliance with applicable requirements of Part 150, effective February 18, 2011. 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 Jackson Municipal Airport Authority. The documentation that constitutes the “noise exposure maps” as defined in section 150.7 of Part 150 includes: Figure 1–1, Jackson-Evers International Airport and Surrounding Communities; Figure 3–1, Locations of Noise Measurement Sites; Figure 5–1, Existing Airport Diagram; Figure 5–2, Runways 16L/16R Radar and Modeled Flight Tracks for Departures and Arrivals; Figure 5–3, Runways 34L/34R Radar and Modeled Flight Tracks for Departures and Arrivals; Figure 5–4, Runways 16L/16R Radar and Modeled Flight Tracks for Flight Patterns; Figure 5–5, Runways 34L/34R Radar and Modeled Flight Tracks for Flight Patterns; Figure 5–6, Helicopter Radar and Modeled Flight Tracks for Departures and Arrivals; Figure 6–1, Existing Condition (2010) Noise Exposure Map; Figure 6–2, Forecast Condition (2015) Noise Exposure Map; Figure 6–3, Comparison of Existing (2010) and Forecast (2015) Noise Exposure Maps; Table 1–1, Land Use Compatibility with Yearly Day-Night Average Sound Levels; Table 1–2, Part 150 Noise Exposure Maps Checklist; Table 3–1, Summary of Noise Measurement Sites; Table 3–2, Summary of Day-Night Average Sound Level Measurements; Table 5–1, Airport Runway Data; Table 5–2, Aircraft Operations; Table 5–3, Existing Conditions (2010) Modeled Average Daily Aircraft Operations; Table 5–4, Forecast Conditions (2015) Modeled Average Daily Aircraft Operations; Table 5–5, Modeled Runway Use; Table 5–6, Jet Aircraft Model Track Utilization; Table 5–7, Propeller Aircraft Model Track Utilization; Table 5–8, Helicopter Model Track Utilization; and Table 5–9, Pattern Model Track Utilization. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on February 18, 2011.

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, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208–2307.

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

Issued in Jackson, Mississippi, on February 18, 2011.

**Rans Black,**

*Manager, Jackson Airports District Office.*

[FR Doc. 2011–5099 Filed 3–4–11; 8:45 am]

**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 January 2011, there were nine applications approved. Additionally, four 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:* University of Illinois—Willard, Savoy, Illinois.

*Application Number:* 11–04–C–00–CMI.

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

*Total PFC Revenue Approved in This Decision:* \$1,359,105.

*Earliest Charge Effective Date:* March 1, 2011.

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

*Class of Air Carriers not Required To Collect PFC’s:* Non-scheduled/on-demand operators filing FAA Form 1800–31.

*Determination:* Approved. Based on information submitted 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 University of Illinois—Willard Airport.

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

Panel repair and replacement taxiway D. Panel repair and replacement runway 4/22.

General aviation ramp.

Mandatory pavement markings. Airport signage.

Runway guard lights.

Wildlife study.

PFC application development.

Runway deicing equipment.

Security system replacement/upgrade.

Terminal building improvements

(Transportation Security Administration operations).

Water quality improvement (fuel tank equipment).

Part 139 emergency communication equipment (radios).

Airfield vault replacement.

Flight information display system.

Airport master plan update.

Reconstruct connector to runway 22 and construct taxiway A and B

improvements (fillets and tapers).

Security improvements (exit lane monitoring).

*Decision Date:* January 3, 2011.

**FOR FURTHER INFORMATION CONTACT:** Gary Wilson, Chicago Airports District Office, (847) 291–7631.

*Public Agency:* City of LaCrosse, Wisconsin.

*Application Number:* 11–09–C–00–LSE.

*Application Type:* Impose and use a PFC.