

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****TSO-C163, VDL Mode 3 Communications Equipment Operating Within the Frequency Range 117.975 to 137.000 Megahertz (MHz)**

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

**ACTION:** Notice of availability and requests for public comment.

**SUMMARY:** This notice announces the availability of, and request comments, on a proposed Technical Standard order (TSO) for VDL Mode 3 Communications Equipment Operating within the Frequency Range 117.975 to 137.000 Megahertz (MHz). The proposed TSO tells manufacturers seeking TSO authorization or letter of design approval what minimum performance standard (MPS) their VDL Mode 3 Communications Equipment Operating within the Frequency Range 117.975 to 137.000 MHz must first meet to obtain approval and identification with the applicable TSO markings. Note that this proposed VDL Mode 3 TSO is drafted to recognize RTCA document (RTCA/DO)—271A, Minimum Operational Performance Standards (MOPS) for Aircraft VDL Mode 3 Transceiver Operating in the Frequency Range 117.975 to 137.000 Megahertz (MHz).

**DATES:** Comments must identify the TSO and arrived by February 5, 2004.

**ADDRESSES:** Send all comments on the proposed TSO to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Mr. Gregory Frye, AIR-130. Or, you may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gregory Frye, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 385-4649, FAX (202) 385-4651. E-mail [gregory.e.frye@FAA.GOV](mailto:gregory.e.frye@FAA.GOV).

**SUPPLEMENTARY INFORMATION:****Comments Invited**

You may comment on the proposed TSO listed in this notice by sending such written data, views, or arguments to the above listed address. You may also examine comments received on the proposed TSO, before and after the

comment closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director of the Aircraft Certification Service will consider all communications received by the closing date before issuing the final TSO.

**Background**

The steady growth of aviation has brought about the corresponding growth in air/ground communications requirements. Further, the growing diversity of air traffic has resulted in an increasing complex air traffic control environment, which adds to the demand for spectrum efficiency, necessitates the impending relief granted with the usage of this VDL Mode 3 communication enhancement.

The current Very High Frequency (VHF) air/ground communications system lacks the channel capacity for future air traffic integrated voice and data communications demands. Deficiencies in the existing communication system includes:

- Lack of additional channels for voice services.
- Lack of integrated data link capacity.
- Insufficient ability to significantly improve NAS safety and efficiency.
- Increase radio frequency interference susceptibility.
- Outdated equipment and infrastructure.
- System maintenance concerns.

The VDL Mode 3 system is designed to address deficiencies in the current air traffic management system as well as utilizing technological advances in communications equipment design in order to meet future air traffic system voice and data demands.

**How To Get Copies**

You may get a copy of the proposed TSO from the Internet at <http://av-info.faa.gov/tso/Tsoro/Proposed.htm>, or by contacting the person listed in the section titled **FOR FURTHER INFORMATION CONTACT**. You may inspect the RTCA document at the FAA office listed under **ADDRESSES**. Because RTCA documents are copyrighted and may not be reproduced without the written consent of RTCA, Inc., you may purchase a copy of RTCA/DO-271A from: RTCA Inc., 1828 L Street, NW., Suite 807, Washington, DC 20036.

Issued in Washington, DC, on December 19, 2003.

**Susan J.M. Cabler,**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

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**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Chittenden County, Vermont**

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a new supplement to a final environmental impact statement will be prepared for a proposed highway project in Chittenden County, Vermont, and that a 1984 supplement to the final environmental impact statement will not be completed.

**FOR FURTHER INFORMATION CONTACT:** Rob Sikora, Environmental Program Manager, Federal Highway Administration, P.O. Box 568, Montpelier, Vermont 05601. Telephone: 802-828-4433.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Vermont Agency of Transportation (VTTrans) and the City of Burlington, will prepare a supplement to the final Environmental Impact Statement (EIS) on a proposal to construct a new highway known as the Southern Connector/Champlain Parkway in the City of Burlington, Chittenden County, Vermont. The original EIS for the Southern Connector (FHWA-VT-EIS-77-02-F) was approved on July 3, 1979. As described in the 1979 EIS, the proposed improvements provide an undivided four-lane, limited access highway on new location, commencing at the interchange of I-189 with Shelburne Street (U.S. Route 7) and extending westerly and northerly to the intersection of Battery and King Streets in the Burlington Central Business District for a distance of about 2.5 miles.

A portion of the proposed project has been constructed. Preliminary design and right-of-way acquisition for an additional portion has been completed. The remaining segment has been delayed due to the fact that it traverses an EPA Superfund Site.

On August 29, 1984, FHWA issued a Notice of Intent to prepare a Supplemental EIS to address any additional environmental impacts caused by constructing the new

highway in a wetland contaminated by hazardous waste from a coal gasification plant. A draft Supplemental EIS was approved by FHWA on December 6, 1984, and circulated for public and agency review and comment. Resolution of issues could not be reached and therefore a final Supplemental EIS has not been issued.

A Supplemental EIS (FHWA-VT-EIS-77-02-FS) was approved on February 18, 1997, that provided for the construction of a temporary detour around the Superfund Site along a combination of existing streets and new roadway. The detour was intended to allow interim operation of the Southern Connector/Champlain Parkway pending the resolution of issues related to the Superfund Site and completion of the 1984 Supplemental EIS. The temporary detour has not been constructed.

A new Supplemental EIS is being initiated because FHWA, VTrans, and the City of Burlington are now restudying the portion of the Southern Connector/Champlain Parkway between Lakeside Avenue and the intersection of Battery and King Streets to determine if permanently avoiding the Superfund Site would be appropriate. As a result, it is unnecessary to complete the Supplemental EIS initiated in 1984. In addition to impacts associated with avoiding the Superfund Site, the new Supplemental EIS will also evaluate the impacts of reducing the proposed highway to a two-lane facility.

Alternatives under consideration include (1) taking no action; (2) constructing through the Superfund Site on the approved location; and (3) a range of alternatives for permanently avoiding the Superfund Site using a combination of existing streets and new location roadways.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public hearing will be held in Burlington. Public notice will be given of the time and place of the hearing. The draft Supplemental EIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting is planned at this time.

To ensure that a full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Supplemental EIS should be directed to FHWA at the address provided above.

(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.)

Issued on: December 23, 2003.

**Kenneth R. Sikora, Jr.,**  
*Environmental Program Manager, Montpelier, Vermont.*

[FR Doc. 03-32159 Filed 12-30-03; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Federal Transit Administration

#### **Environmental Impact Statement: Denver, Boulder, Broomfield, Adams, Larimer and Weld Counties, Colorado**

**AGENCY:** Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an environmental impact statement.

**SUMMARY:** FHWA and FTA are issuing this notice to advise the public that an environmental impact statement/ Section 4(f) Evaluation will be prepared for transportation improvements in the Counties of Denver, Boulder, Broomfield, Adams, Larimer and Weld.

**ADDRESSES:** Written comments on the project scope should be sent to David Martinez, Resident Engineer, Colorado Department of Transportation, Region 4, 2207 East Highway 402, Loveland, CO 80537, Telephone: (907) 667-4670, extension 5119.

**FOR FURTHER INFORMATION CONTACT:** Jean Wallace, Operations/Pavement Engineer, FHWA, Colorado Division, 555 Zang Street, Room 250, Lakewood, CO 80228, Telephone: (303) 969-6730, extension 382. John Dow, Community Planner, FTA, 216 16th Street Mall, Suite 650, Denver, CO 80202, Telephone: (303) 844-3243. David Martinez, Resident Engineer, Colorado Department of Transportation, Region 4, 2207 East Highway 402, Loveland, CO 80537, Telephone: (907) 667-4670, extension 5119.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Description of Corridor and Transportation Needs**

The FHWA and FTA, in cooperation with the Colorado Department of Transportation (CDOT), will prepare an environmental impact statement (EIS/ Section 4(f) Evaluation in accordance

with the National Environmental Policy Act (NEPA) for transportation improvements between Denver and Fort Collins, Colorado. Improvements between Denver and Fort Collins are considered necessary to provide for existing and projected travel demand, improve safety, replace aging infrastructure and accommodate multiple modes of transportation. These problems were identified in past studies and long-range transportation plans, including the North Front Range Transportation Alternatives Feasibility Study.

##### **II. Alternatives**

Alternatives under consideration include (1) Taking no action; (2) improvements to the existing highway network, particularly interstate 25, but perhaps also US 85 and US 287; (3) transit options including bus and rail technologies; and (4) constructing a highway on a new location. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment, interchange improvements or new interchanges, and transit station and maintenance facility locations.

##### **III. Issues To Be Studied**

FHWA and FTA will evaluate social, economic and environmental impacts of the various alternatives. Factors to be evaluated include transportation service including future corridor capacity, transit ridership and costs, community impacts such as land use, right of way needs, noise, neighborhood compatibility and aesthetics and resource impacts including impacts to historic and archaeological resources, air quality, wetlands, water quality and threatened or endangered species.

##### **IV. Scoping**

Project scoping will be accomplished through coordination with affected parties, stakeholders, organizations, Federal, State and local agencies; agency scoping meetings; and through public meetings in the project corridor. Meetings will be held as follows(:

Greeley—February 3, 2004, 4 p.m. to 7 p.m., Greeley Recreation Center, 651 10th Avenue, Greeley, CO.

Tri-Towns Area—February 5, 2004, 4 p.m. to 7 p.m., Southwest Weld County Services Building, 4209 Weld County Rd 24, 1/2 (one-half mile north of the intersection of I-25 and Colorado Highway 119).

Fort Collins—February 10, 2004, 4 p.m. to 7 p.m., Fort Collins Lincoln Center, 417 W. Magnolia, Fort Collins, CO.