

FOR FURTHER INFORMATION CONTACT for the complete address.

Issued in Washington, DC, on May 17, 2004.

Susan J.M. Cabler,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Order 8110.ICA, Instructions for Continued Airworthiness, Responsibilities, Requirements, and Content.

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of availability and request for public comments.

SUMMARY: This notice announces the availability of and requests comments on proposed Order 8110.ICA. This proposed Order provides guidance on the responsibilities, requirements, and contents for Instructions for Continued Airworthiness (ICA) per the requirements of Title 14 of the Code of Federal Regulations (14 CFR) § 21.50. This notice is necessary to give all interested persons an opportunity to present their views on the proposed policy.

DATES: Comments must be received on or before June 21, 2004.

ADDRESSES: Send all comments on the proposed policy to: Michael Reinert, Delegation and Airworthiness Programs Branch, P.O. Box 26460, Oklahoma City, OK 73125. Comments may be faxed to (405) 954-4104 or emailed to: mike.reinert@faa.gov.

FOR FURTHER INFORMATION CONTACT: Michael Reinert, Aircraft Engineering Division, Airworthiness Programs Branch (AIR-140), P.O. Box 26460, Oklahoma City, OK 73125. Telephone: (405) 954-4815, or FAX: (405) 954-4104.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the proposed Order by submitting such written data, views, or arguments to the address or FAX number listed above. You comments should identify "Order 8110.ICA." The Associated Administrator for Regulation and Certification will consider all communications received on or before the closing date before issuing the final Order.

Background

This proposed Order explains to the Aircraft/Engine Certification Office (ACO/ECO) and Aircraft Evaluation Group (AEG) personnel their responsibilities and methods on how to review and accept Instructions for Continued Airworthiness (ICA). The contents of this order supplements the regulatory requirements contained in 14 CFR 21.50(b), 23.1529 Appendix G, 25.1529 Appendix H, 27.1529 Appendix A, 29.1529 Appendix A, 31.82 Appendix A, 33.4 Appendix A, and 35.4 Appendix A. The guidance contained in this proposed Order will cancel the following documents in their entirety:

- Order 8110.50, Submitting Instructions for Continued Airworthiness for Type Certificates, Amended Type Certificates and Supplemental Type Certificates, dated October 20, 2003.
- Office of Airworthiness Policy Memorandum, Interpretation of FAR 21.50B, dated August 3, 1982.
- Office of Airworthiness Policy Memorandum, Interpretation of FAR 21.50B, dated August 8, 1983.

How To Obtain Copies

You may get a copy of the proposed Order from the Internet at: http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgDAC.nsf/MainFrame?OpenFrameSet. You may also request a copy from Michael Reinert. See the section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: City of Coronado, San Diego County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project in the City of Coronado, San Diego County, California.

FOR FURTHER INFORMATION CONTACT: César Pérez, Team Leader (South), Federal Highway Administration, 650

Capitol Mall, Suite 4-100, Sacramento, California, 95814-4708, telephone: (916) 498-5065.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an Environmental Impact Statement (EIS) for transportation improvements in the State Route (SR) 75/SR 282 corridor within the City of Coronado, California. The FHWA has determined that the proposed project would have a significant impact on the quality of the human environment. The project entails transportation improvements to approximately a 1.6 kilometer (1.0 mile) corridor that includes SR 75 and SR 282 between the San Diego-Coronado Bridge and the Naval Air Station North Island (NASNI). This corridor serves not only Coronado residents and visitors, but also serves the largest combined military airport and aircraft carrier berthing facility on the west coast of the United States.

The project is proposed to address current traffic conditions within the SR 75/SR 282 transportation corridor. These traffic conditions include: severe congestion between 5-8 a.m. and between 3-6 p.m.; and segments that operate at or below Level of Service¹ (LOS) E or F.

A Major Investment Study (MIS) for the project was completed in 2003. The MIS evaluated a full range of reasonable capital alternatives to improve mobility and access, and reduce congestion, delay and traffic intrusion into residential neighborhoods while effectively addressing associated operation, safety, environmental and financing issues. Four feasible corridor alternatives have been selected for detailed evaluation in the EIS: Third Street/Fourth Street couplet with grade separations at Orange Avenue; two-lane reversible bored traffic tunnel (single bore); two-lane reversible cut-and-cover traffic tunnel; and twin single-lane reversible bored traffic tunnels.

Comments are being solicited from appropriate federal, state and local agencies and from private organizations and citizens who have previously expressed, or are known to have, an interest in this proposal. Further

¹ The ability of a highway to accommodate traffic is typically measured in terms of level of service (LOS), based on the ratio of traffic volume to the design capacity of the facility. Roadway capacity is generally measured as the number of vehicles that can reasonably pass over a given section of roadway in a given period of time. Traffic low, classified by LOS, ranges from LOS A to LOS F. LOS A is defined as free-flow traffic, with no delays, and LOS F is defined as forced-flow, with substantial delays. LOS E and F are generally defined as unacceptable levels of service.

information regarding the proposed project can be found at the Coronado City Hall, Coronado Public Library and on the city's Web site <http://www.coronado.ca.us>.

Open house public scoping meetings will be held in the City of Coronado on June 9, 2004, from 3–5 p.m. at the Public Library Winn Room located at 640 Orange Avenue and from 6–8 p.m. at the Coronado Middle School Granzer Hall located at 550 F Avenue in the City of Coronado. Prior to the public scoping meeting on June 9, 2004, a tour of the project study area will be conducted from 1:30–2:30 p.m. on that day. The tour will leave at 1:30 p.m. from the Public Library at 640 Orange Avenue. A public hearing will be held at a later date and a public notice will be circulated stating the time and place of the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the 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 EIS should be directed to the 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: May 14, 2004.

Maiser Khaled,

Director, Project Development & Environment, Federal Highway Administration, Sacramento, California.

[FR Doc. 04–11439 Filed 5–19–04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Programmatic Environmental Impact Statement: High Speed Rail Corridor Las Vegas, NV to Anaheim, CA

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of intent.

SUMMARY: The FRA is issuing this notice to advise the public that FRA will prepare a programmatic environmental impact statement (PEIS) for the California-Nevada Interstate Maglev Project in cooperation with the Nevada Department of Transportation. FRA is

also issuing this notice to solicit public and agency input into the development of the scope of the PEIS and to advise the public that outreach activities conducted by the program participants will be considered in the preparation of the PEIS.

The FRA will establish the purpose and need, examine the regional implications, present site-specific aspects of the project that can proceed to construction, and determine the feasible study areas to be carried forward for second tier assessments of site-specific environmental impacts.

FOR FURTHER INFORMATION CONTACT: For further information regarding the programmatic environmental review, please contact:

Mr. Christopher Bonanti, Environmental Program Manager, Office of Railroad Development, Federal Railroad Administration, 1120 Vermont Avenue (Mail Stop 20), Washington, DC 20590; Telephone (202) 493–6383; e-mail: christopher.bonanti@fra.dot.gov.

Mr. Jeffrey Fontaine, P.E., Director, Telephone (775) 888–7440, e-mail: jfontaine@dot.state.nv.us; or Mr. James Mallery, Planning Manager, Telephone (775) 888–7464, e-mail: jmallery@dot.state.nv.us; Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712.

SUPPLEMENTARY INFORMATION:

Background

For over twenty years, the California Nevada Super Speed Train Commission (CNSSTC), a public agency chartered within the State of Nevada, has sponsored studies to examine the feasibility and the environmental impacts of linking the Las Vegas area with various points in the Los Angeles region using a high-speed ground transportation system. Most of these studies have focused on the use of magnetic levitation technology. More recently, the CNSSTC sponsored the first leg of such a project, linking a point on the outskirts of Las Vegas with the city of Primm, on the California-Nevada border, as one of the entries competing in the FRA's Maglev Deployment Program authorized in Section 1218 (23 U.S.C. 322) of the Transportation Equity Act for the 21st Century (TEA21).

The FRA prepared a programmatic EIS (PEIS) to address the potential for significant environmental impact from the Maglev Deployment Program that included the Las Vegas-Primm project as one of seven projects analyzed in the PEIS. The notice of availability of the final PEIS was published in the **Federal Register** on May 4, 2001. CNSSTC had

prepared an environmental assessment for the Las Vegas-Primm project in February 2000, which was used by the FRA to assist the agency in preparing the PEIS. The PEIS for the Maglev Deployment Program is available on the FRA Web site at: <http://www.dot.fra.gov/s/env/maglev/MagPEIS.htm> and the environmental assessment is available from Mr. Bruce Aguilera, Chairman, California-Nevada Super Speed Train Commission, 400 Las Vegas Blvd. South, Las Vegas, Nevada 89101, Telephone (702) 229–4949.

Other recent documents related to the Las Vegas-Anaheim project include the preparation by the CNSSTC of Project Descriptions describing the 169-mile Las Vegas-Barstow component as a stand-alone project, which were submitted to the FRA in June 2002; and the Ontario-Anaheim segment, which was submitted to the FRA in June 2003.

The Department of Transportation and Related Agencies Appropriations Act, 2003 (Pub. L. 108–7), which provides appropriations for the FRA and other agencies, included funds specifically to conduct additional design, engineering and environmental studies concerning the California-Nevada Interstate Maglev Project under the FRA's Next Generation High Speed Rail Technology Demonstration Program. Some of these funds will be used to conduct the system-wide Programmatic EIS.

The FRA has entered into a Memorandum of Understanding with the CNSSTC, the Nevada Department of Transportation (NDOT) and the California Department of Transportation (Caltrans) governing the conduct of this Programmatic EIS. FRA is serving as the lead federal agency, NDOT is the lead state agency, and the California Department of Transportation (Caltrans) and CNSSTC are cooperating agencies. Through this PEIS, the FRA, NDOT and the cooperating agencies will examine alternative routes, viable transportation alternatives, and system-wide environmental issues, and identify site-specific problem areas deserving of more detailed analysis. In particular, in light of environmental assessment work previously completed and the likely construction sequencing should a decision be made to proceed with the project following completion of the programmatic environmental review, the PEIS will address the Las Vegas to Primm segment in greater detail that might allow this particular segment to proceed into final design and construction once the PEIS is complete.