

four (4) additional Concept A launches in 2004 for a maximum of 10 launches in 2004. The Draft Supplemental EA considers the cumulative impacts of the six (6) previously analyzed launches, the four (4) additional launches of Concept A vehicles, and other existing and proposed operations at the Mojave Airport.

DATES: The public comment period for the NEPA process begins with the publication of this notice and request for comment in the Federal Register. To ensure that all comments can be addressed in the Final Supplemental EA, comments must be received by the FAA no later than November 24, 2004.

Copies of the Draft Supplemental EA will be made available at the following libraries:

- Edwards Air Force Base Library
- Kern County Library (Boron, California City, Mojave, and Tehachapi Branches)
- Kern River Valley Library (Lake Isabella and Rosamond Branches)
- Palmdale City Library

A downloadable electronic version of the Draft Supplemental EA is available on the FAA Internet site <http://ast.faa.gov>.

FOR FURTHER INFORMATION CONTACT: Written and oral comments regarding the Draft Supplemental EA should be submitted to, Mr. Doug Graham, FAA Environmental Specialist, Mojave Airport Supplemental EA, c/o ICF Consulting, 9300 Lee Highway, Fairfax, VA 22031; e-mail mojave.sea@icfconsulting.com; or fax (703) 934-3951.

Additional Information: The purpose of the proposed action is to offer the Mojave Airport as an alternative location to Federal facilities or other commercial sites for launches of horizontal launch vehicles. This is consistent with the FAA's mission to ensure protection of the public, property, and the national security and foreign policy interests of the U.S., in the event of a commercial launch or reentry activity, and to encourage, facilitate, and promote U.S. commercial space transportation. Launches of SpaceShipOne and other Concept A launch vehicles from the Mojave Airport are needed to help meet the increasing demand for access to space. This demand for access to space cannot be met solely by the National Aeronautics and Space Administration (NASA) or Department of Defense (DoD). As the demand continues to increase it is conceivable that more than six (6) launches of Concept A launch vehicles may be required in 2004.

At this time, SpaceShipOne is the only operational Concept A vehicle that can launch from the Mojave Airport. Scaled Composites has notified EKAD that they may need to conduct up to 10 launches in 2004. The proposed action in the Draft Supplemental EA is for the FAA to license up to four (4) additional launches of Concept A vehicles from the Mojave Airport in 2004. There are no Concept B launches proposed in 2004. This would bring the maximum total number of launches of Concept A vehicles to 10 for 2004. Neither Scaled Composites, nor any other potential Concept A vehicle operator has identified a need to conduct more than six (6) launches per year in the years 2005 to 2008. Because there is no reasonably foreseeable need to conduct more than six (6) launches per year in 2005 to 2008, no additional launches are considered in subsequent years and the number of launches would remain as described in the February 2004 EA.

No construction activities are proposed as part of this proposed action. Existing infrastructure, including hangars and runways, would be used to support launch and landing operations at the airport.

Concept A launch operators would coordinate with the Mojave Airport and air traffic control towers in accordance with existing protocols prior to conducting launches and landings at the Mojave Airport.

Under the no action alternative, the FAA would not increase the number of licensed launches of Concept A vehicles. As analyzed in the February 2004 EA, six (6) total launches of Concept A vehicles could occur from the Mojave Airport in 2004; however, the four (4) additional proposed launches would not occur.

Potential impacts of the proposed action and no action alternative were analyzed in the Draft Supplemental EA. Potential environmental impacts of successful launches include impacts to air quality, airspace, biological resources, cultural resources, health and safety, hazardous materials and hazardous waste, geology and soils, land use, noise, socioeconomics and environmental justice, transportation, visual and aesthetic resources, and water resources. The impacts of the no action alternative would be the same as those described in the February 2004 EA.

Potential cumulative impacts of proposed action are also addressed in the Draft Supplemental EA.

Date Issued: October 18, 2004. Washington, DC.

Herbert Bachner,
Manager, Space Systems Development Division.

[FR Doc. 04-23669 Filed 10-21-04; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 186: Automatic Dependent Surveillance—Broadcast (ADS-B)

AGENCY: Federal Aviation Administration (FAA), dot.

ACTION: Notice of RTCA Special Committee 186 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 186: Automatic Dependent Surveillance—Broadcast (ADS-B).

DATES: The meeting will be held November 1–5, 2004 starting at 9 a.m. (unless stated otherwise).

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 186 meeting. **Note:** Specific working group sessions will be held on November 1, 2 & 3. The plenary agenda will include:

- November 4–5:
- Opening Plenary Session (Chairman's Introductory Remarks, Review of Meeting Agenda, Review/Approval of Previous Meeting Summary).
- SC-186 Activity Reports.
- WG-1, Operations & Implementation.
- WG-2, Traffic Information Service—Broadcast (TIS-B).
- WG-3, 1090 MHz Minimum Operational Performance Standard (MOPS).
- WG-4, Application Technical Requirements.
- WG-5, Universal Access Transceiver (UAT) MOPS.
- WG-6, Automatic Dependent Surveillance-Broadcast (ADS-B) Minimum Aviation System Performance Standards (MASPS).

- Requirement Focus Group.
- EUROCAE WG-51 Activity Report.
- Discussion of Working Group Structure.
- Discussion of inter-committee coordination & discussion of future changes to DO-242A.

- Vehicle Tracking System AC SF-21.
- New Business.
- Review/Approval Revised DO-286, Minimum Aviation System Performance Standards (MASPS) for Traffic Information Service—Broadcast (TIS-B), RTCA Paper No. 159-04/SC186-223.
- Closing Plenary Session (Date, Place and Time of Next Meeting, Other Business, Review Actions Items/Work Program, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **“FOR FURTHER INFORMATION CONTACT”** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 13, 2004.

Robert Zoldos,

FAA System Engineer, RTCA Advisory Committee.

[FR Doc. 04-23671 Filed 10-21-04; 8:45 am]

BILLING CODE 4910-13-M

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 2004, there were three applications approved. This notice also includes information on two applications, approved in August 2004, inadvertently left off the August 2004 notice. Additionally, 15 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 Charlotte, North Carolina.

Application Number: 04-01-C-00-CLT.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$514,701,943.

Earliest Charge Effective Date: November 1, 2004.

Estimated Charge Expiration Date: December 1, 2018.

Class of Air Carriers not Required to Collect PFC's: Air taxi/commercial operators.

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 Charlotte/Douglas International Airport.

Brief Description of Projects Approved for Collection and Use:

Third parallel runway.

Overlay runway 18L/36R.

Runway 18L safety area improvements.

Rehabilitate runway 18R/36L

Runway 23 safety area improvements.

Reconstruct taxiway C.

Ramp E expansion.

Construct taxiway AA.

Storm drain rehabilitation.

East airfield lighting vault.

Additional aircraft rescue and firefighting facility.

Taxiway M rehabilitation.

Noise compatibility program update.

Federal inspection station.

Terminal building renovations.

Terminal expansion—west.

Additional concourse D expansion.

Concourse E improvements.

Dedicated roadway projects.

1997 master plan land.

1987 Part 150 program mitigation implementation.

1997 Part 150.

Concourse D expansion.

Concourse E construction.

Concourse E apron construction.

Terminal building expansion.

Construct cargo apron.

Construct taxiways L and U.

Taxiway signage.

Security access control system upgrade.

Runway 36R extension site preparation.

Passenger lift device.

Airfield lighting.

Runway 36R extension.

Reseal taxiways E and B.

Construct high-speed exit taxiways.

Overlay runway 5/23.

Construct taxiway D2.

Construct taxiway F.

Master plan.

Environmental planning.

Construct common use apron (phase II).

Construct taxiway G.

Archaeological survey.

South terminal expansion.

PFC application no. 1 development cost.

PFC application no. 1 administration cost.

Brief Description of Project Approved for Collection: Aircraft deicing facility.

Decision Date: August 23, 2004.

FOR FURTHER INFORMATION CONTACT:

Tracie D. Kleine, Atlanta Airports District Office, (404) 305-7148.

Public Agency: City of Sioux City, Iowa.

Application Number: 04-04-C-00-SUX.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$258,095.

Earliest Charge Effective Date: November 1, 2004.

Estimated Charge Expiration Date: May 1, 2006.

Classes of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Rehabilitation of taxiway Bravo.

Reconstruction of taxiway Charlie.

Reconstruction of the air carrier ramp.

Update airport master plan.

Replacement of snow plow no. 29.

Reconstruction of taxiway Alpha south.

Reconstruction of taxiway Echo.

Decision Date: August 27, 2004.

FOR FURTHER INFORMATION CONTACT:

Lorna Sandridge, Central Region Airports Division, (816) 329-2641.

Public Agency: County of Routt, Hayden, Colorado.

Application Number: 04-06-C-00-HDN.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$1,051,057.

Earliest Charge Effective Date: August 1, 2005.

Estimated Charge Expiration Date: September 1, 2008.

Classes of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Commercial terminal expansion/modification (phase I).

Commercial terminal expansion/modification with associated access road (phases II and III design).

Commercial apron rehabilitation.

Security badging upgrade.

Commercial apron expansion (design).