

license from the FAA for specific missions.

Concept X launch vehicles would use jet-powered take off with subsequent rocket ignition, and conduct powered horizontal landing. These launch vehicles would take off from conventional runways using jet power, and then ignite rocket engines at a specified altitude. The launch vehicles would use suborbital trajectories. During descent, jet engines would be restarted at a specified altitude and the vehicle would fly to a powered, horizontal landing at the CSIA.

Launch vehicles included in Concept Y would use rocket powered take off and flight, but non-powered horizontal landing. The rocket motors would be ignited while the launch vehicle is on the runway at the CSIA. These vehicles would use suborbital trajectories. The vehicle would not use powered descent but would glide to a horizontal landing at the CSIA.

Concept Z launch vehicles would be carried aloft via assist aircraft with subsequent rocket ignition, and use non-powered horizontal landing. After taking off from a horizontal runway, the launch vehicle would be released from the assist aircraft and rocket engines on the launch vehicle would be fired. The assist aircraft would make a powered horizontal landing after releasing the launch vehicle. The launch vehicle would follow a suborbital trajectory. The launch vehicle would not use powered descent but would glide to a horizontal landing at the CSIA.

The FAA considered two alternatives to the proposed action in the Draft EA. The first alternative would involve the issuance of a launch site operator license to OSIDA for the CSIA that would allow only Concept X and Y vehicles to be launched from the CSIA. The second alternative would involve the issuance of a launch site operator license to OSIDA for the CSIA that would allow only Concept X and Z vehicles to be launched from the CSIA. Finally, under the no action alternative, the FAA would not issue a launch site operator license to OSIDA and there would be no commercial launches from the CSIA. In addition, the FAA would not issue launch licenses or permits to any operators for launches from the CSIA. The CSIA would continue to be available for existing aviation and training related activities.

Potential impacts of the proposed action and alternatives were analyzed in the Draft EA. Potential environmental impacts of successful launches include impacts to the atmosphere, airspace, biological resources, cultural resources, hazardous materials and hazardous

waste, health and safety, geology and soils, land use and Section 4(f) resources, noise, socioeconomics and environmental justice, transportation, visual resources, and water resources.

Potential impacts of the no action alternative would be the same as those described in the affected environment in the Draft EA. Potential cumulative impacts of the proposed action also are addressed in the Draft EA.

Date Issued: January 25, 2006.

Place Issued: Washington, DC.

Patricia Grace Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. E6-1501 Filed 2-2-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Fourth Meeting, RTCA Special Committee 204: 406 MHz Emergency Locator Transmitters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 204 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 204: 406 MHz Emergency Locator Transmitters.

DATES: The meeting will be held on February 7-8, 2006, from 9 a.m. to 5 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc., Colson Board Room, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133; 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 202 meeting. The agenda will include:

- February 7-8, 2006:
 - Open Session (Welcome, Introductory and Administrative Remarks, Review Agenda, Review Terms of Reference/Status).
 - Approval of Summary for the Third meeting held on 29-30 November 2005, RTCA Paper No. 250-05/SC204-008.
 - EUROCAE ELT Status.
 - Committee Presentations, Discussion, Recommendations:
 - Revisions/Updates to DO-2004—

Minimum Operational Performance Standards for 406 MHz Emergency Locator Transmitters (ELT).

- Revisions/Updates to DO-183—*Minimum Operational Performance Standards for Emergency Locator Transmitters—Automatic Fixed-ELT (AF), Automatic Portable-ELT (AP), Automatic Deployable-ELT (AD), Survival-ELT (S) Operating on 121.5 and 243.0 Megahertz.*
- Closing Session (Other Business, Assignment/Review of Future Work, Date and Place of Next Meeting, Closing Remarks, 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 January 27, 2006.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 06-1032 Filed 2-2-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2006-23639]

Deadline for Notification of Intent To Use the Airport Improvement Program (AIP) Sponsor, Cargo, and Nonprimary Entitlement Funds for Fiscal Year 2006

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces May 1, 2006, as the deadline for each airport sponsor to notify the FAA that it will use its fiscal year 2006 entitlement funds to accomplish projects identified in the Airports Capital Improvement Plan that was formulated in the spring of 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Barry Molar, Manager, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-500, on (202) 267-3831.

SUPPLEMENTARY INFORMATION: Section 47105(f) of Title 49, United States Code, provides that the sponsor of each airport to which funds are apportioned shall notify the Secretary by such time and in

a form as prescribed by the Secretary, of the sponsor's intent to apply for the funds apportioned to it (entitlements). This notice applies only to those airports that have had entitlement funds apportioned to them, except those nonprimary airports located in designated Block Grant States. Notification of the sponsor's intent to apply during fiscal year 2006 for any of its available entitlement funds including those unused from prior years, shall be in the form of inclusion of projects for fiscal year 2006 in the Airports Capital Improvement Plan.

This notice is promulgated to expedite and prioritize grants in the final quarter of the fiscal year. Absent an acceptable application by May 1, 2006, FAA will defer an airport's entitlement funds until the next fiscal year. Pursuant to the authority and limitations in section 47117(f), FAA will issue discretionary grants in an aggregate amount not to exceed the aggregate amount of deferred entitlement funds. Airport sponsors may request unused entitlements after September 30, 2006.

Issued in Washington, DC on January 12, 2006.

Barry L. Molar,

Manager, Airports Financial Assistance Division.

[FR Doc. 06-1034 Filed 2-2-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement: Rail Corridor—Richmond, VA (Main Street Station) to Raleigh, NC (Boylan Wye), Extension of Study Area to Richmond, VA

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

ACTION: Notice of Intent To Prepare an Environmental Impact Statement.

SUMMARY: The FRA is issuing this notice to advise the public of a revision to the Northern terminus of the project to be studied in the Tier-II Environmental Impact Statement (EIS) for the Southeast High Speed Rail (SEHSR) Corridor in Virginia and North Carolina. The previous Notice of Intent issued on May 22, 2003 identified a Northern project terminus in Petersburg, Virginia at Collier Rail Yard. The EIS study area now extends from Main Street Station in Richmond, Virginia to Raleigh, North Carolina (Boylan Wye), forming a

project corridor approximately 168 miles long.

FOR FURTHER INFORMATION CONTACT: Mr. David Foster, Rail Environmental Programs Manager, North Carolina Department of Transportation Rail Division, 1553 Mail Service Center, Raleigh, NC, 27699-1553, telephone # (919) 733-7245 x 266; or Mr. John Winkle, Project Manager, Federal Railroad Administration (FRA), 400 Seventh Street, SW., MS 20, Washington, DC 20590, telephone # (202) 493-6067.

SUPPLEMENTARY INFORMATION: In May 2003 the FRA, in cooperation with the Federal Highway Administration (FHWA), the North Carolina Department of Transportation (NCDOT), and the Virginia Department of Rail and Public Transportation (VDRPT), began a Tier-II Environmental Impact Statement (EIS) for the 138-mile portion of the SEHSR Corridor from Petersburg, Virginia at Collier Yard to Raleigh, North Carolina at the Boylan Wye. This study is evaluating rail alternatives and environmental impacts within the preferred corridor (Alternative A) described in the Tier-I Record of Decision for the SEHSR Corridor from Washington, DC to Charlotte, North Carolina. The previous Notice of Intent (68 FR 28044) disclosed that multiple options within the preferred SEHSR corridor exist to connect the S-line from Burgess to Main Street Station in Richmond, Virginia.

The study limits of the Richmond to Raleigh Tier II EIS are now being extended to Richmond Main Street Station adding approximately 30 miles to the study corridor and encompassing the previously disclosed multiple options in this area. The additional study corridor generally follows the CSX S-line from Richmond Main Street Station to Centralia, and the CSX main line (A-line) from Centralia to Dunlop. From Dunlop to Burgess, Virginia there are multiple alternatives that will be evaluated, including different locations for crossing the Appomattox River to join the former Seaboard Air Line (S-line) to Raleigh, North Carolina.

This Tier-II environmental process has four basic goals: (1) Reiterate the purpose and need as established in the Tier-I EIS for the Washington, DC to Charlotte, NC portion of the SEHSR corridor; (2) develop site-specific rail alternatives within the study corridor; (3) conduct a detailed evaluation of environmental impacts for the alternatives; and (4) select a preferred alternative. Agency scoping meetings for the extended study area will be

scheduled in Richmond Virginia in late February or early March of 2006.

Letters describing the proposed action alternatives and soliciting comments will be sent to appropriate Federal, State, and local agencies in Virginia. An iterative public involvement/information program will support the process. The program will involve newsletters, a project hotline, informational workshops, small group meetings, and other methods to solicit and incorporate public input throughout the planning process.

To ensure that the full range of issues relating to the proposed action is addressed, comments and suggestions are invited from all interested parties. Comments and questions concerning the extension of the proposed action should be directed to NCDOT or to the FRA at the addresses provided above. Additional information can be obtained by visiting the project Web site at <http://www.sehsr.org> or calling the toll-free project number 1-877-749-RAIL (7245).

Issued in Washington, DC, on January 30, 2006.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

[FR Doc. E6-1500 Filed 2-2-06; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Research & Innovative Technology Administration

Agency Information Collection; Activity Under OMB Review; Part 249 Preservation of Records

AGENCY: Research & Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of BTS requiring certificated air carriers to preserve accounting records, consumer complaint letters, reservation reports and records, system reports of aircraft movements, etc. Also, public charter operators and overseas military personnel charter operators are required to retain certain contracts, invoices, receipts, bank records and reservation records.