

environmental considerations and associated public concerns are given careful attention and appropriate weight in all decisions of the Federal Government. Section 102(2) of NEPA and 40 CFR 1505.1 require Federal agencies to develop and, as needed, revise implementing procedures consistent with the CEQ regulations.

The FAA's previous NEPA Order, 1050.1E, Environmental Impacts: Policies and Procedures, provides FAA's policy and procedures for complying with the requirements of: (a) The CEQ regulations for implementing the procedural provisions of NEPA; (b) Department of Transportation (DOT) Order DOT 5610.1C, Procedures for Considering Environmental Impacts, and (c) other applicable environmental laws, regulations, and executive orders and policies. The FAA proposed to revise Order 1050.1E with Order 1050.1E, Change 1.

As part of revising its environmental order, the FAA requested public comment on the draft Order in a **Federal Register** notice dated Tuesday, December 20, 2006 (Vol. 70, No. 243, p. 75529). The FAA received one comment, which was considered in the issuance of the final Order 1050.1E, Change 1. The Order is distributed primarily by electronic means. The Order will be located for viewing and downloading by all interested parties at http://www.faa.gov/regulations_policies/orders_notices. If the public does not have access to the internet, they may obtain a computer disk containing the Order by contacting the Office of Environment and Energy, 800 Independence Avenue SW., Washington, DC 20591. If the public is not able to use an electronic version, they may obtain a photocopy of the Order by contacting FAA's rulemaking docket at Federal Aviation Administration, Office of Chief Council, Attn: Rules Docket (AGC-200)—Docket FAA-22005-22020, 800 Independence Avenue, SW., Washington, DC 20591.

Synopsis of Changes

The FAA Order 1050.1E, Change 1, Environmental Impacts: Policies and Procedures, includes changes to the previous version of the Order that may be of interest to the public and other government agencies. The final Order contains the same language as the proposed Order with the exception of the explicit language categorically excluding the establishment or modification of prohibited areas. The changes in Order 1050.1E, Change 1 include the following:

1. Change for clarification (Ch. 3, Para. 301c, Ch. 3, Para. 304c, Ch. 4,

Para. 401p, Ch. 4, Para. 401p.(5), Ch. 5, text box on page 5-16, Appendix A, Section 9. Floodplains, Appendix A, Section 11. Historical, Architectural, Archeological, and Cultural Resources;

2. Editorial Change (Ch. 3, Para. 309c);

3. Change for consistency (Ch. 4, Para. 404e);

4. Change for consistency with CEQ regulations (Ch. 5, Para. 506b, Ch. 5, Para. 506e, Ch. 5, Para. 512);

5. Change for consistency with FAA Office of Environment and Energy policy (Ch. 5, Para. 509a.(1) and (4));

6. Change for correction (Appendix A, Section 3. Coastal Resources, Appendix A, Section 6. Department of Transportation Act, Section 4(f), Appendix C, Figure 3. Related Memoranda and Guidance);

7. Change for correction and consistency (Appendix A, Section 10. Hazardous Material, Pollution Prevention, and Solid Waste);

The draft Order 1050.1E, Change 1, published in the **Federal Register**, Volume 70, No. 243, at page 75529, dated Tuesday December 20, 2005, included the addition of a specific categorical exclusion (CATEX) for establishing or modifying a prohibited area. A prohibited area is established or modified through a rulemaking. The addition of this CATEX has been deferred pending further consideration. In the meantime, Order 1050.1E currently includes another, general, CATEX for rulemakings. This CATEX can, as is the case with all CATEXs, be used if there are no extraordinary circumstances. Consequently, it can be applied when accompanied with supporting documentation showing that there would be no extraordinary circumstances resulting in potentially significant impacts on the human environment as the result of establishing or modifying a prohibited area. If there are extraordinary circumstances, then preparation of an environmental assessment or environmental impact statement would be required for the rulemaking.

Disposition of Comments

The FAA received one comment on the proposed revision of 1050.1E, Change 1 from the Aircraft Owners and Pilots Association (AOPA) concerning the addition of CATEX 311f. As stated above, addition of this CATEX has been deferred.

Issued in Washington, DC, March 20, 2006.

Carl E. Bureson,

*Federal Aviation Administration, Director,
Office of Environment and Energy.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Approval of Finding of No Significant Impact (FONSI) on a Final Environmental Assessment (Final EA); Southern Illinois Airport, Carbondale-Murphysboro, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of approval of documents.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public of the approval of a Finding of No Significant Impact (FONSI) on an Environmental Assessment for proposed Federal actions at Southern Illinois Airport, Carbondale-Murphysboro, Illinois. The FONSI specifies that the proposed federal actions and local development projects are consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act of 1969 and will not significantly affect the quality of the environment.

A description of the proposed Federal actions is: (a) To issue an environmental finding to allow approval of the Airport Layout Plan (ALP) for the development items listed below; (b) Approval of the Airport Layout Plan (ALP) for the development items listed below; and (c) Establish eligibility of the Southern Illinois Airport Authority to compete for Federal funding for the development projects depicted on the Airport Layout Plan.

The specific items in the local airport development project include: Acquisition of approximately 210 acres of land in fee simple title including relocation assistance for one (1) residence; Widening of the existing Runway 18R/36L by 15 feet and construction of a 500-foot extension to Runway 36L to provide a total runway dimension of 4,000 feet x 75 feet. This action includes all appropriate grading and drainage; Extension and widening of the existing parallel taxiway to Runway 18R/36L to serve the extended runway threshold; Construction of new airport facilities in the western and northwestern airfield quadrants. This action includes the construction of a new west side entrance roadway system; creation of a new GPS non-precision Standard Instrument Approach Procedures (SIAP) for Runways 18R, 36L, and 36; relocation of portions of Airport Road, Fox Farm Road and the Airport Entrance Road to allow for the initiation of new non-precision

instrument approach procedures for Runways 36L and 36R; relocation of a portion of Fox Farm Road to remove the facility from within the Runway Protection Zone (RPZ) for Runway 06; relocation of the existing Visual Approach Descent Indicator (VADI) lights and associated wind cone to serve the relocated Runway 36L threshold; installation of Medium Intensity Runway Lights (MIRL) on the extended and widened runway; installation of Medium Intensity Taxiway Lights (MITL) on the extended on widened taxiway; relocation of a portion of the Southern Illinois Power Company's electric lines to allow for the new SIAPs to Runways 36L and 36; removal of obstructions in the approaches to Runways 06 and 18L; mitigation of impacts to 2.7 acres of wetlands; and the approval of the Southern Illinois ALP.

Copies of the environmental decision and the Final EA are available for public information review during regular business hours at the following locations:

1. Southern Illinois Airport, 665 North Airport Road, Murphysboro, Illinois 62966.
2. Division of Aeronautics-Illinois Department of Transportation, One Langhorne Bond Drive, Capital Airport, Springfield, IL 62707.
3. Chicago Airports District Office, Room 320, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

FOR FURTHER INFORMATION, CONTACT: E. Lindsay Butler, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Ms. Butler can be contacted at (847) 294-7723 (voice), (847) 294-7046 (facsimile) or by e-mail at lindsay.butler@faa.gov.

Issued in Des Plaines, Illinois on February 15, 2006.

Larry H. Ladendorf,

Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Programmatic Environmental Impact Statement: Launches and Reentries Under an Experimental Permit

AGENCY: Federal Aviation Administration, Office of Commercial Space Transportation, DOT.

ACTION: Notice of intent to prepare a Programmatic Environmental Impact Statement.

SUMMARY: The Commercial Space Launch Amendments Act of 2004 (CSLAA), enacted on December 23, 2004, directs the Secretary of Transportation and, through delegations, the Federal Aviation Administration (FAA) Office of Commercial Space Transportation, to establish an experimental permit regime for developmental reusable suborbital rockets. The intent of Congress for the experimental permit regime is to reduce the regulatory burden on developers of reusable suborbital rockets. Congress intended that, "[a]t a minimum, permits should be granted more quickly and with fewer requirements than licenses." (H. Rep. 108.429 Sec. VII) To address the intent of Congress and meet a reduced timeline for issuing permits, a congressionally mandated 120 day timeline, the FAA is preparing a Programmatic Environmental Impact Statement (PEIS) to evaluate the impacts of launches and reentries conducted under an experimental permit. The intent of the PEIS is to facilitate the development of a permit application package and the subsequent environmental review by FAA, and to ensure that the issuance of an experimental permit is consistent with the FAA's mission of protecting public health and safety, safety of property, and the national security and foreign policy interests of the United States.

The proposed action for this PEIS is to issue experimental permits for the launch and reentry of reusable suborbital rockets. Suborbital rocket means a vehicle, rocket-propelled in whole or in part, intended for flight on a suborbital trajectory, the thrust of which is greater than its lift for the majority of the rocket-powered portion of its ascent. Suborbital trajectory means the intentional flight path of a launch vehicle, reentry vehicle, or any portion thereof, whose vacuum instantaneous impact point does not leave the surface of the Earth.

The FAA will prepare the PEIS in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) NEPA regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508), and the FAA procedures for implementing NEPA in FAA Order 1050.1E.

DATES: The FAA invites interested agencies, organizations, Native American tribes, and members of the public to submit comments or suggestions to assist in identifying

significant environmental issues, and in determining the appropriate scope of the PEIS. The public scoping period starts with the publication of this notice in the **Federal Register** and will continue until May 19, 2006. The FAA will consider all comments received or postmarked by May 19, 2006 in defining the scope of the Draft PEIS. Written comments postmarked or sent after this date will be considered to the degree practicable.

If an agency, organization, or a member of the general public desires to have a scoping meeting at a specific location, please contact Stacey M. Zee at the address listed in the **FOR FURTHER INFORMATION CONTACT** section of this Notice.

ADDRESSES: Written comments or suggestions on the scope and content of the PEIS and requests to receive a copy of the Draft PEIS when it is issued should be directed via mail to: PEIS Experimental Permits, c/o ICF Consulting, 9300 Lee Highway, Fairfax VA 22031; via e-mail at PEIS-Experimental-Permits@icfconsulting.com; or via fax at 703-934-3951. The subject line of e-mails or faxes should be labeled "Scoping for the Experimental Permits PEIS."

FOR FURTHER INFORMATION CONTACT: For information on the proposed project or to request a location for a scoping meeting, contact Stacey M. Zee via mail at: Federal Aviation Administration, Office of Commercial Space Transportation, Room 331, 800 Independence Avenue, SW., Washington, DC 20591; via phone at (202) 267-9305; via fax at (202) 267-5463; or via e-mail at Stacey.Zee@faa.gov. Additional information may also be found on the PEIS Web site at <http://ast.faa.gov/lrra/PEISSite.htm>.

SUPPLEMENTARY INFORMATION:

Background and Need for Agency Action

Under Title 49, U.S. Code, Subtitle IX, Sections 70101-70121, Commercial Space Launch Activities, the FAA oversees, licenses, and regulates both launches and reentries of launch and reentry vehicles, and the operation of launch and reentry sites when carried out by U.S. citizens or within the United States. (49 U.S.C. 70104, 70105) Chapter 701 directs the FAA to exercise this responsibility consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States; and to encourage, facilitate, and promote commercial space launch and reentry by