

growth of the U.S. space industry, while implementing one of the alternatives could limit U.S. commercial launch and reentry vehicle development and growth, and implementing the no action alternative could severely limit and restrict the growth of the U.S. commercial space launch industry.

Decision and Order

I have considered potential environmental impacts as defined in the PEIS, applicable regulatory requirements, public comments, and FAA's responsibilities under 49 U.S.C., Subtitle IX, Chapter 701, *Commercial Space Launch Activities* to promote, encourage, and facilitate the growth of the U.S. commercial space transportation industry in arriving at my decision.

Alternatives 1, 2, 3, and the no action alternative would result in restrictive licensing that would impede the FAA's ability to assist the commercial space transportation industry in meeting projected demand for services and expansion into new markets. The preferred alternative would allow the greatest development and growth of the U.S. commercial space launch industry. In addition, although implementation of the preferred alternative would result in slightly greater environmental impacts than the overall impacts associated with the alternatives and no action alternative, the impacts are still expected to be less than significant. For the reasons summarized earlier in this Record of Decision and supported by detailed discussion in the PEIS, the FAA has selected the preferred alternative.

I have carefully considered the FAA's goals and objectives in relation to the programmatic licensing actions discussed in the PEIS, including the purpose and need to be served, the alternative means of achieving them, the environmental impacts of these alternatives at a broad, programmatic level, and the mitigation measures available to preserve and enhance the environment as needed on a site-specific basis. I have determined that all practicable means to avoid or minimize environmental harm from the alternatives selected have been adopted. Based upon the record of this proposed Federal action, and under the authority delegated to me by the Administrator of the FAA, I find that the action in this Record of Decision is reasonably supported.

Dated: May 8, 2006.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 06-4475 Filed 5-11-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 05-05-C-00-MCI To Impose a Passenger Facility Charge (PFC) at Kansas City International Airport (MCI) for use at MCI and Charles B. Wheeler Downtown Airport (MKC), Kansas City, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposed to rule and invites public comment on the application to impose a PFC at MCI for use at MCI and MKC under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before date which is 30 days after date of publication in the **Federal Register**.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: 901 Locust, Kansas City, Missouri 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Mark VanLoh, Director of Aviation of the Kansas City Aviation Department at the following address: 601 Brasilia Avenue, Kansas City, Missouri 64153.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Kansas City Aviation Department under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT:

Lorna K. Sandridge, PFC Program Manager, 901 Locust, Kansas City, Missouri 64106, (816) 329-2641. The application may be reviewed in person at the same location.

SUPPLEMENTARY INFORMATION: The FAA proposed to rule and invites public comments on the application to impose a PFC at Kansas City International Airport for use at Kansas City International Airport and Charles B. Wheeler Downtown Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 5, 2006, the FAA determined that projects within the application to impose and use the revenue from a PFC submitted by the Kansas City Aviation Department were not adequately justified.

On March 16, 2006, the Kansas City Aviation Department submitted description, justification and significant contribution information changes to the majority of the projects to complete this application. The FAA will approve or disapprove the application, in whole or in part, no later than July 15, 2006.

The following is a brief overview of the application.

Proposed charge effective date: January 1, 2015.

Proposed charge expiration date: February 1, 2017.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$54,213,842.

Brief description of proposed project(s): Two new aircraft rescue fire fighting (ARFF) vehicles, extend Taxiways B and D, rehabilitate Taxiways M and L, update airport master plan and part 150 study, New ARFF facility, inline baggage screening system, rehabilitate Taxiway D, airfield lighting rehabilitation, perimeter fencing replacement—MKC, terminal improvements—holdrooms, upgrade glycol collection system, airfield snow removal equipment building, new airfield sand & deicer storage building, triturator and garbage facility, fuel farm relocation—MKC.

Class or classes of air carriers which the public agency has requested not to be required to collect PFCs: Nonscheduled/On-Demand Air Carriers filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT:** and at the FAA regional Airport office located at: 901 Locust, Kansas City, Missouri 64106.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Kansas City Aviation Department.

Issued in Kansas City, Missouri on May 3, 2006.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 06-4412 Filed 5-11-06; 8:45 am]

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