

collection of information on the respondents, including through the use of automated techniques or other forms of information technology.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC.

**Todd M. Homan,**

*Director, Office of Aviation Analysis.*

[FR Doc. E8-15783 Filed 7-10-08; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration (FAA)

#### Notice of Approval of Finding of No Significant Impact (FONSI) on a Short Form Environmental Assessment (EA); Chicago/Rockford International Airport, Rockford, 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 Chicago/Rockford International Airport, Rockford, 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.

*The items in the local airport development project are to:* Acquire approximately 18 acres of vacant land, in fee simple title, in the Runway 25 Approach and Runway Protection Zone.

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

1. Chicago/Rockford International Airport, 60 Airport Drive, Rockford, IL 61109.

2. Division of Aeronautics—Illinois Department of Transportation, One Langhorne Bond Drive, Capital Airport, Springfield, IL 62707.

3. Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 320, Des Plaines, Illinois 60018.

**FOR FURTHER INFORMATION CONTACT:**

Amy B. Hanson, Environmental Protection Specialist, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Ms. Hanson can be contacted at (847) 294-7354 (voice), (847) 294-7046 (facsimile) or by e-mail at [amy.hanson@faa.gov](mailto:amy.hanson@faa.gov).

Issued in Des Plaines, Illinois, on June 19, 2008.

**James G. Keefer,**

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

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Prepare an Environmental Impact Statement and Hold Scoping Meeting; Gness Field, Novato, Marin County, CA

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent and notice of scoping meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared and considered for the proposed extension of a runway, corresponding taxiway extension, associated levee construction and realignment of drainage, and reprogramming of the GPS Instrument Approach for the extended runway. To ensure that all significant issues related to the proposed action are identified, a public scoping meeting will be held.

**FOR FURTHER INFORMATION CONTACT:**

Barry Franklin, Environmental Protection Specialist, San Francisco Airports District Office, Federal Aviation Administration, Western-Pacific Region, 831 Mitten Road, Room 210, Burlingame, California 94010-1303, Telephone: (650) 876-2778, extension 614.

**SUPPLEMENTARY INFORMATION:** The Lead Agency for the preparation of the EIS is the FAA. The FAA will prepare an EIS to evaluate the following development alternatives and the No Action Alternative as described below. The EIS will determine all environmental impacts, such as and not limited to, noise impacts, impacts on air and water

quality, wetlands, ecological resources, floodplains, historic resources, hazardous wastes, socioeconomics, and economic factors.

#### Alternative One—Sponsor's Proposed Project

Runway 13/31 would be extended 1,100 feet to the north from 3,300 linear feet to 4,400 linear feet. This length would maintain the airport's ability to accommodate current and projected airport operations.

To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

#### Alternative Two

Runway 13/31 would be extended 1,100 feet to the south from 3,300 linear feet to 4,400 linear feet. This length would maintain the airport's ability to accommodate current and projected airport operations.

To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the south from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

#### Alternative Three

Runway 13/31 would be extended to the north and to the south to bring the runway length from 3,300 linear feet to 4,400 linear feet. This length would maintain the airport's ability to accommodate current and projected airport operations.

To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north and to the south to bring the total taxiway length from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.