

Comments will be placed in the docket and open to public inspection pursuant to 15 CFR 2006.13, except confidential business information exempt from public inspection in accordance with 15 CFR 2006.15 or information determined by USTR to be confidential in accordance with 19 U.S.C. 2155(g)(2). Comments open to public inspection may be viewed on the <http://www.regulations.gov> Web site.

**Daniel Brinza,**

*Assistant United States Trade Representative for Monitoring and Enforcement.*

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**BILLING CODE 3190-W9-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Bexar County, TX

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** Pursuant to 40 CFR 1508.22 and 43 TAC § 2.5(e)(2), the FHWA, Texas Department of Transportation (TxDOT) and Alamo Regional Mobility Authority are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project on United States Highway (US) 281 from Loop (LP) 1604 to Borgfeld Road, about 7.5 miles, in Bexar County, Texas. Areas within the city of San Antonio are included in the study area.

**FOR FURTHER INFORMATION CONTACT:** Mr. Salvador Deocampo, District Engineer, District A, Federal Highway Administration (FHWA), Texas Division, 300 East 8th Street, Rm. 826, Austin, Texas 78701, Telephone 512-536-5950.

**SUPPLEMENTARY INFORMATION:** US 281 within the project limits is listed in the San Antonio-Bexar County Metropolitan Planning Organization (SA-BCMPO) Mobility 2030 Plan (the long-range transportation plan) as a six-lane tolled facility; other solutions for improving mobility within the US 281 corridor may be identified in future updates and/or amendments to the long-range transportation plan. The existing facility is a four-to-six-lane non-toll divided arterial with partial access controls. The need for improvements to US 281 has resulted from a historic and continuing trend in population and employment growth within the project corridor and surrounding areas. This growth has generated increasing levels of vehicle

miles traveled, leading to higher levels of traffic congestion, vehicle crashes, and declining community quality of life. Without additional transportation improvements it is anticipated that this population and employment growth will result in increased levels of vehicular traffic, crashes and travel delays. Without improvements, accessibility within the corridor is anticipated to become increasingly reduced, its functionality as part of a regional transportation system would decline, and the overall community quality of life would diminish. The objectives of US 281 corridor improvements are to improve mobility, enhance safety, and improve community quality of life. The EIS will develop and evaluate a range of alternatives including "No-action" (the no-build alternative), Transportation System Management (TSM)/Transportation Demand Management (TDM), rapid transit and roadway build alternatives.

The EIS will analyze potential direct, indirect and cumulative impacts from construction and operation of proposed corridor improvements including, but not limited to, the following: Transportation impacts; air quality and noise impacts; water quality impacts including storm water runoff; impacts to waters of the United States including wetlands; impacts to floodplains; impacts to historic and archeological resources; impacts to threatened and endangered species; socioeconomic impacts including environmental justice communities; impacts to and/or potential displacements of land use, vegetation, residents and businesses; and impacts to aesthetic and visual resources.

Public involvement is a critical component of the project development process and will occur throughout the planning and study phases. Letters describing the proposed action including a request for comments will be sent to appropriate Federal, State, and local agencies and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public scoping meetings are planned for late summer and fall of 2009. The purpose of the public scoping meetings is to identify significant and other relevant issues related to US 281 mobility improvements as part of the National Environmental Policy Act process. The scoping meetings, pursuant to Section 6002 of SAFETEA-LU, will provide opportunities for participating agencies, cooperating agencies, and the public to be involved in review and comment on

the draft coordination plan, defining the need and purpose for the proposed project, and determining the range of alternatives to be considered in the EIS. Additional public meetings will be held on dates to be determined at a later time. In addition to the public meetings, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Such comments or questions concerning this proposed action should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 1, 2009.

**Achille Alonzi,**

*Assistant Division Administrator.*

[FR Doc. E9-16150 Filed 7-7-09; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Office of Commercial Space Transportation; Notice of Availability of the Environmental Assessment and Finding of No Significant Impact for Pegasus Launches at the U.S. Army Kwajalein Atoll Ronald Reagan Ballistic Missile Defense Test Site

**AGENCY:** The Federal Aviation Administration (FAA), lead agency; U.S. Army, cooperating agency.

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969, as amended (NEPA) (42 U.S.C. 4321 *et seq.*), Council on Environmental Quality NEPA implementing regulations (40 CFR Parts 1500-1508), and FAA Order 1050.1E, Change 1, the FAA is announcing the availability of the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for Pegasus Launches at the U.S. Army Kwajalein Atoll Ronald Reagan Ballistic Missile Defense Test Site (USAKA/RTS).

Orbital Sciences Corporation has applied to the FAA for renewal of Launch Operator License (LLO) 04-069. Under the Proposed Action (the preferred alternative), the FAA would

renew Orbital Sciences Corporation's Launch Operator License for launch operations of the Pegasus expendable launch vehicle family. Launches would occur from USAKA/RTS in the Republic of the Marshall Islands, a subordinate command of the U.S. Army Space and Strategic Defense Command.

The Pegasus expendable launch vehicle consists of three solid rocket propellant motor stages with an optional liquid propellant-based Hydrazine Auxiliary Propulsion System (HAPS) and is designed to be carried to its launch point by an L-1011 Launch Carrier Aircraft (LCA). The L-1011 LCA, which consists of FAA-approved standard engines, uses Commercial Jet-A or Military JP4 or JP10 fuel. Pre-launch and mating activities would be performed at Vandenberg Air Force Base under LLO 00-053. A separate environmental review was conducted in conjunction with the approval of LLO 00-053. Therefore, the Proposed Action addressed in the EA does not include Pegasus pre-launch processing operations.

Once the LCA and mated launch vehicle have landed at USAKA/RTS, system checks would be conducted. The LCA would be refueled. Concurrently, an advisory to nearby ships and aircraft would be issued. The LCA and mated Pegasus vehicle would leave USAKA/RTS under jet power and travel to the launch site over the Pacific Ocean. Following the release of the Pegasus launch vehicle, the L-1011 LCA would return to a designated runway at USAKA/RTS. The first and second stages would detach during flight and fall, unpowered, to the ocean. The third stage would continue to carry the payload into orbital insertion; detach from the payload and optional HAPS (if appropriate), and fall into the ocean. None of the jettisoned stages would be recovered. The EA addresses the potential environmental impacts of implementing the Proposed Action and the No Action Alternative of not renewing Orbital Sciences' Launch Operator License.

The FAA has posted the EA and FONSI on the FAA Web site at <http://ast.faa.gov>. In addition, hardcopies and/or CDs of the EA and FONSI were sent to persons and agencies on the distribution list (found in Chapter 7 of the EA).

**Additional Information:** Under the Proposed Action (the preferred alternative), the FAA would renew Orbital Sciences' Launch Operator License for launch operations of the Pegasus expendable launch vehicle family. The L-1011 LCA with the mated Pegasus launch vehicle would travel

under jet power to the launch site over the Pacific Ocean. At an altitude of 35,000 feet, the L-1011 would release the Pegasus launch vehicle and return to a designated runway at USAKA/RTS. The Pegasus vehicle would free fall for 5 seconds before the first stage motor was ignited. The first stage of the Pegasus vehicle would burn for approximately 77 seconds following ignition while propelling the vehicle to an altitude of approximately 223,000 feet. The spent first stage would detach and fall back to the ocean. The second stage motor would ignite and burn for approximately 83 seconds, carrying the vehicle and its payload to an altitude of 689,000 feet. During the ignition of the second stage, the payload fairing would jettison and fall into the ocean. The spent second stage would detach and fall to the ocean. The third stage would continue to burn for 65 seconds carrying the payload into orbital insertion; detach from payload and optional HAPS (if appropriate), and fall into the ocean. The optional HAPS fourth stage could be used in or near orbit to obtain higher altitudes, achieve finer altitude accuracy, or conduct more complex maneuvers. None of the jettisoned stages would be recovered.

The L-1011 LCA, which consists of FAA-approved standard engines, uses Commercial Jet-A or Military JP4 or JP10 fuel. Section 3.1.2.6 of the 1989 EA includes a detailed description of the Pegasus launch vehicle.

The only alternative to the Proposed Action analyzed in the EA is the No Action Alternative. Under this alternative, the FAA would not renew Orbital Sciences' Launch Operator License and there would be no commercial launches of the Pegasus launch vehicle conducted from USAKA/RTS. Existing operating procedures, military operations, and other launch activities would continue at USAKA/RTS.

Resource areas were considered to provide a context for understanding and assessing the potential environmental effects of the Proposed Action. The EA does not analyze all environmental resources areas in detail because not all resource areas are affected by the Proposed Action. The resource areas analyzed in detail in the EA included air quality; biological resources; hazardous materials, pollution prevention, and solid waste; noise; and water resources (surface water, groundwater, floodplains, and wetlands), and cumulative impacts.

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel Czelusniak, Environmental Specialist, Office of Commercial Space

Transportation, Federal Aviation Administration, 800 Independence Avenue, SW., Suite 331, Washington, DC 20591; telephone (202) 267-5924; e-mail [Daniel.Czelusniak@faa.com](mailto:Daniel.Czelusniak@faa.com).

Issued in Washington, DC on July 1, 2009.

Responsible Official:

**Michael McElligott,**

*Manager, Space Systems Development Division.*

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## DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0042]

### Proposed Information Collection (Statement of Accredited Representative in Appealed Case) Activity: Comment Request

**AGENCY:** Board of Veterans' Appeals, Department of Veterans Affairs.

**ACTION:** Notice.

**SUMMARY:** The Board of Veterans' Appeals (BVA), Department of Veterans Affairs (VA), is announcing an opportunity for public comment on the proposed collection of certain information by the agency. Under the Paperwork Reduction Act (PRA) of 1995, Federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of a currently approved collection, and allow 60 days for public comment in response to the notice. This notice solicits comments for information needed to summarize a claimant's disagreement of denied VA benefits before the Board of Veterans' Appeals.

**DATES:** Written comments and recommendations on the proposed collection of information should be received on or before September 8, 2009.

**ADDRESSES:** Submit written comments on the collection of information through Federal Docket Management System (FDMS) at <http://www.Regulations.gov> to Sue Hamlin, Board of Veterans' Appeals (01C), Department of Veterans Affairs, 810 Vermont Avenue, NW., Washington, DC 20420 or e-mail [Sue.Hamlin@mail.va.gov](mailto:Sue.Hamlin@mail.va.gov). Please refer to "OMB Control No. 2900-0042" in any correspondence. During the comment period, comments may be viewed online through FDMS.

**FOR FURTHER INFORMATION CONTACT:** Sue Hamlin at (202) 565-5686 or FAX (202) 565-4064.