

analyzing environmental impacts in the Draft EA, the FAA developed a conservative set of assumptions regarding the possible number of launches and reentries that could be conducted under any one experimental permit and/or launch license for the SpaceShipTwo at the Mojave Air and Space Port. The FAA has assumed a maximum of up to 30 total launches and reentries per year of SpaceShipTwo for a total of up to 150 launches and reentries of SpaceShipTwo between 2012 and 2016. This estimation is a conservative number and considers potential multiple launches per day and potential launch aborts.

The only alternative to the Proposed Action analyzed in the Draft EA is the No Action Alternative. Under the No Action Alternative, the FAA would not issue experimental permits and/or launch licenses for the operation of SpaceShipTwo and WhiteKnightTwo from the Mojave Air and Space Port. Existing operations at Mojave Air and Space Port would continue.

The resource areas considered in the Draft EA include air quality; biological resources (including fish, wildlife, and plants); historical, architectural, archaeological, and cultural resources; hazardous materials, pollution prevention, and solid waste; health and safety; land use (including Department of Transportation Section 4(f) properties); light emissions and visual resources; noise and compatible land use; socioeconomic resources, environmental justice, and children's environmental health and safety; and cumulative impacts.

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel Czelusniak, Environmental Program Lead, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW., Room 325, Washington, DC 20591; telephone (202) 267-5924; email: [Daniel.Czelusniak@faa.gov](mailto:Daniel.Czelusniak@faa.gov).

Issued in Washington, DC, on March 7, 2012.

**Michael McElligott,**  
Manager, Space Transportation Development Division.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Meeting With Interested Persons To Discuss the Proposed Federal Aviation Administration (FAA) Draft Technical Standard Order (TSO)-C199 Establishing the Minimum Performance Standard (MPS) for Low Powered Surveillance Equipment (LPSE)

**AGENCY:** Federal Aviation Administration (DOT).

**ACTION:** Notice of public meetings.

**SUMMARY:** The Federal Aviation Administration (FAA) will be holding a public meeting to discuss issuing a new Technical Standard Order (TSO). This TSO will define a minimum performance standard (MPS) for avionics surveillance equipment, for aircraft that are currently exempt from using ATC transponder and altitude reporting equipment or automatic dependent surveillance-broadcast (ADS-B Out) equipment as defined in Title 14 of the Code of Federal Regulations (14 CFR) §§ 91.215 and 91.225.

*Meeting Dates and Location:*

**DATES:** This meeting will be held on April 4-5, in Washington, DC.

**ADDRESSES:** FAA Headquarters, 800 Independence Ave. SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** To obtain additional details and to register for this meeting, please contact: Mr. John Fisher, AIR-130, Federal Aviation Administration, Aircraft Certification Service, Avionics Systems Branch, 470 L'Enfant Plaza SW., Fourth floor, Washington, DC 20591, Telephone (202) 385-4948, FAX: (202) 385-4651, Email: [john.d.fisher@faa.gov](mailto:john.d.fisher@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

Currently, certain types of aircraft, such as gliders, balloons, and aircraft not originally certified with an electrical system, as defined in §§ 91.215(b)(3), 91.215(b)(5), 91.225(e)(1), and 91.225(e)(2), are not required to carry a transponder or ADS-B Out equipment when flying in the National Airspace System (NAS). Available data shows that where glider flight operations coincide with powered aircraft flight operations, the likelihood of a mishap is greatest. To mitigate this risk, the FAA proposes a new, low powered surveillance system (LPSE) that will interface with aircraft equipped with current collision avoidance systems, such as Traffic Avoidance System (TAS), Traffic Alert and Collision

Avoidance System I and II (TCAS I) (TCAS II), and those aircraft equipped with ADS-B In and display capability. The FAA intends to hold a public meeting to facilitate a technical interchange with equipment manufacturers, potential users, and interested parties, to discuss technical LPSE design considerations. The FAA envisions a new TSO-C199, Low Powered Surveillance Equipment (LPSE) that will provide an effective way for gliders, balloons, and aircraft not originally certified with an electrical system to interface with current collision avoidance systems.

Issued in Washington, DC, on March 7, 2012.

**Susan J.M. Cabler,**

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-use Assurance; Seymour (Freeman) Municipal Airport, Seymour, IN

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

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use at the Seymour (Freeman) Field Municipal Airport in Seymour, Indiana. The proposal consists of 871 acres located outside of the fenced in portion of airport property. This land is currently being farmed. The entire 871 acres is part of Quitclaim Deed from the United States Department of Defense in 1941. It is the intent of the Seymour Airport Authority, as owner and operator of Seymour (Freeman) Municipal Airport (SER) to lease or sell the entire 871 acres as an industrial park. This notice announces that the FAA is considering the release of the subject airport property at Seymour (Freeman) Municipal Airport, from all federal land covenants. Approval does not constitute a commitment by the FAA to financially assist in disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA.

In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

**DATES:** Comments must be received on or before April 12, 2012.

**FOR FURTHER INFORMATION CONTACT:**

Benjamin Mello, Program Manager, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone Number 847-294-7195/FAX Number 847-294-7046. Documents reflecting this FAA action may be reviewed at this same location by appointment or at the Seymour (Freeman) Municipal Airport, 1025 A Avenue, Seymour (Freeman) Municipal Airport, Seymour, Indiana 47274.

**SUPPLEMENTARY INFORMATION:** Following is a legal description of the properties being released located in Seymour, Jackson County, Indiana, and described as follows:

**Sections 25 and Section 36**

A part of Sections 25 and Section 36 all in Township 6 North, Range 5 East, in Jackson County, Indiana, and being a part of the real estate conveyed to Seymour Aviation Commission by quitclaim deed recorded in Deed Record 93, page 405, Office of the Recorder, Jackson County, described as follows: Beginning at the Southwest corner of said Section 25; thence North 0 degrees 55 minutes and 15 seconds West (assumed bearing) 2,579.80 feet along the west line of said section to the Runway Protection Zone (RPZ) northwest of Runway 15-33; thence South 54 degrees 16 minutes 48 seconds East 370.95 feet along the said RPZ to a point that is 400.00 feet southwesterly at right angles from the centerline of Runway 15-33 feet; thence South 45 degrees 44 minutes 58 seconds East 5,252.11 feet parallel with and 400.00 feet southwesterly of the centerline of Runway 15-33; thence South 28 degrees 40 minutes 22 seconds East 766.96 feet to a point that is 640.00 feet northwesterly at right angles from the centerline of Runway 5-23 feet; thence South 44 degrees 14 minutes 11 seconds West 2,080.11 feet parallel with and 640 feet northwesterly of the centerline of Runway 5-23 to the RPZ southwest of Runway 5-23; thence South 52 degrees 46 minutes 02 seconds West 1,584.19 feet along said RPZ; thence South 45 degrees 45 minutes 49 seconds East 1,173.63 feet along said RPZ to the south line of said Section 36; thence South 88 degrees 06 minutes 07 seconds West 2,465.34 feet along said south line to the Southwest corner of said Section

36; thence North 0 degrees 35 minutes 00 seconds West 5,324.46 feet along the west line of said Section 36 to the point of beginning and containing 81.466 acres, more or less, in Section 25 and 380.063 acres, more or less, in Section 36. Said parcel contains 461.529 acres more or less.

**Section 31**

A part of Section 31, Township 6 North, Range 6 East, and a part of Section 36, Township 6 North, Range 5 East, in Jackson County, Indiana, and being a part of the real estate conveyed to Seymour Aviation Commission by quitclaim deed recorded in Deed Record 93, page 405, Office of the Recorder, Jackson County, described as follows: Beginning at the Southeast Corner of said Section 31; thence North 1 degree 21 minutes and 10 seconds West (assumed bearing) 1,040.88 feet on and along the east line of said Section 31; thence North 75 degrees 13 minutes 08 seconds West 1,251.03 feet; thence North 0 degrees 59 minutes 40 seconds West 1,825.34 feet; thence North 88 degrees 35 minutes 21 seconds East 841.17 feet; thence North 6 degrees 34 minutes 33 seconds East 968.67 feet; thence South 89 degrees 38 minutes 53 seconds West 2,598.83 feet to a point that is 850.00 feet southeasterly at right angles from the centerline of Runway 5-23; thence South 44 degrees 14 minutes 11 seconds West 833.80 feet parallel with and 850 feet southeasterly of the centerline of Runway 5-23; thence South 45 degrees 45 minutes 49 seconds East 75.00 feet to a point 925.00 feet southeasterly at right angles from the centerline of Runway 5-23; thence South 44 degrees 14 minutes 11 seconds West 1,131.87 feet parallel with and 925 feet southeasterly of the centerline of Runway 5-23 to a point that is 400 feet northeasterly at right angles to the centerline of Runway 15-33; thence South 45 degrees 44 minutes 58 seconds East 350.00 feet parallel with and 400 feet northeasterly of the centerline of Runway 15-33 to the Runway Protection Zone (RPZ) southeast of Runway 15-33; thence South 54 degrees 16 minutes 48 seconds East 707.83 feet along the said RPZ; thence South 44 degrees 15 minutes 02 seconds West 1,010.00 feet along said RPZ; thence North 37 degrees 13 minutes 07 seconds West 707.83 feet along said RPZ to a point that is 400 feet southwesterly at right angles to the centerline of Runway 15-33; thence North 45 degrees 44 minutes 58 seconds West 634.80 feet parallel with and 400 feet southwesterly of the centerline of Runway 15-33 to a point that is 640 feet southeasterly at right angles from the Centerline of

Runway 5-23; thence South 44 degrees 14 minutes 11 seconds West 2,305.01 feet parallel with and 640 feet southeasterly of the centerline of Runway 5-23 to the RPZ southwest of Runway 5-23; thence South 35 degrees 42 minutes 21 seconds West 1,059.69 feet along said RPZ to the south line of said Section 36; thence North 88 degrees 06 minutes 07 seconds East 2,088.04 feet along said south line to the Southeast corner of said Section 36; thence North 88 degrees 35 minutes 41 seconds East 5,133.75 feet along the south line of said Section 31 to the point of beginning and containing 351.231 acres, more or less, in Section 31 and 58.105 acres, more or less, in Section 36. Said parcel contains 409.336 acres, more or less.

Issued in Des Plaines, Illinois on, March 2, 2012.

**Richard Kula,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Final Federal Agency Actions on Proposed Highway in North Carolina

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

**ACTION:** Notice of Limitation on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

**SUMMARY:** This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the Gaston East-West Connector, from I-85 west of Gastonia in Gaston County, North Carolina, to I-485 near the Charlotte-Douglas International Airport in Mecklenburg County, North Carolina. The Gaston East-West Connector is also known as State Transportation Improvement Program Project U-3321. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before September 10, 2012. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for