Elmhurst Public Library	211 Prospect Ave	Elmhurst.
Elmwood Park Public Library	4 W Conti Pkwy	Elmwood Park.
Franklin Park Public Library	10311 Grand Ave	Franklin Park.
Glendale Heights Library	25 E Fullerton Ave	Glendale Heights.
Glenview Public Library	1930 Glenview Rd	Glenview.
Harold Washington Library	400 S. State St	Chicago.
Hoffman Estates Library	1550 Hassell Rd	Hoffman Estates.
Itasca Community Library	500 W. Irving Park Rd	Itasca.
Lombard Public Library	110 W Maple St	Lombard.
Maywood Public Library	121 S. 5th Ave	Maywood.
Melrose Park Public Library	801 N. Broadway	Melrose Park.
Morton Grove Public Library	6140 Lincoln Ave	Morton Grove.
Mount Prospect Public Library	10 S Emerson St	Mount Prospect.
Niles Public Library	6960 W Oakton St	Niles.
Northlake Public Library	231 N. Wolf Rd	Northlake.
Oak Park Public Library	834 Lake St	Oak Park.
Oakton Community College Library	1616 E. Golf Rd	Des Plaines.
Park Ridge Public Library	20 S Prospect Ave	Park Ridge.
River Forest Public Library	735 Lathrop Ave	River Forest.
River Grove Public Library	8638 W. Grand Ave	River Grove.
Schaumburg Township District Library	130 S Roselle Rd	Schaumburg.
Schiller Park Public Library	4200 Old River Rd	Schiller Park.
Villa Park Public Library	305 S Ardmore Ave	Villa Park.
Wood Dale Public Library	520 N Wood Dale Rd	Wood Dale.

Written comments, faxes and e-mails should be submitted to Michael W. MacMullen of the FAA. The comment period is open as of the date of this Notice of Availability and closes at 5 p.m. central standard time, Tuesday, September 6, 2005. The FAA will accept comments on updated and/or refined information in the following sections of the FEIS and the associated appendices:

(1) Sections 3.6 and 3.7, of Chapter 3, Alternatives.

(2) Sections 5.6, Air Quality, of Chapter 5, Environmental Consequences.

(3) Subsections 5.21.4 through 5.21.11, of Section 5.21, Environmental Justice, of Chapter 5, Environmental Consequences.

(4) Section 5.8, Section 4(f) and Section 6(f) Resources, of Chapter 5, Environmental Consequences.

(5) Section 5.22, Other Issues Relating to Cemetery Acquisition, of Chapter 5, Environmental Consequences.

(6) Section 5.23, Issues Relating to Due Process Claims and Formal Adjudicative Processes, of Chapter 5, Environmental Consequences.

(7) Chapter 7, Mitigation.

Comments received via e-mail can only be accepted with the full name and address of the individual commenting.

FOR FURTHER INFORMATION CONTACT: Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone: 847–294–8339, FAX: 847–294–7046, e-mail address: *ompeis@faa.gov.*

Issued in Des Plaines, Illinois on July 20, 2005.

Barry Cooper,

Manager, Chicago Area Modernization Program Office, Great Lakes Region.

[FR Doc. 05–14757 Filed 7–28–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Associate Administrator for Commercial Space Transportation; Notice of availability and request for comment on a Draft Programmatic Environmental Impact Statement (PEIS) for Horizontal Launch and Reentry of Reentry Vehicles

AGENCY: Federal Aviation Administration (FAA), Associate Administrator for Commercial Space Transportation (AST) is the lead Federal agency for the development of this PEIS.

ACTION: Notice of Availability and Request for Comment.

SUMMARY: In accordance with National Environmental Policy Act (NEPA) regulations, the FAA is announcing the availability of and requesting comments on the Draft PEIS for Horizontal Launch and Reentry of Reentry Vehicles. Under the proposed action, the FAA would license the launch of horizontally launched vehicles and the reentry of reentry vehicles (RVs). The FAA has evaluated three horizontal launch vehicle (LV) design concepts and both powered and unpowered RV concepts. This PEIS assesses the potential programmatic environmental effects of licensing horizontal launches and reentries of RVs, as well as the licensing of launch facilities that would support horizontal launches and reentries. The information in the PEIS is not intended to address all site-specific launch issues. This PEIS will be used to tier subsequent environmental analyses for site-specific launches, reentries, or the operation of a launch or reentry site. To facilitate these site-specific environmental analyses the FAA has provided guidance throughout the PEIS in various sections and technical appendices. This PEIS is intended to update and replace the 1992 *Final PEIS for Commercial Reentry Vehicles and complement the 2001 PEIS for Licensing Launches.*

DATES: The public comment period for the NEPA process begins with the publication of the U.S. Environmental Protection Agency's notice in the **Federal Register**. To ensure that all comments can be addressed in the Final PEIS, comments must be received by the FAA no later than September 12, 2005. The FAA has developed a public participation Web site (*http://ast.faa.gov/lrra/PEIS_Site.htm*), where the public can submit comments electronically. Materials on the web site include a downloadable electronic version of the Draft PEIS; information about licensing and the NEPA process; frequently asked questions; and a public comment form. Public hearings may be requested by organizations or individuals that feel their concerns cannot be met through the available opportunities to comment.

FOR FURTHER INFORMATION CONTACT: Written and oral comments regarding the Draft PEIS should be submitted to, Mr. Doug Graham, FAA Environmental Specialist, FAA PEIS, c/o ICF Consulting, 9300 Lee Highway, Fairfax,

VA 22031; e-mail *FAA.PEIS@icfconsulting.com*; phone (703) 934–3950; fax (703) 934–3951; or through an online comment form available at *http://ast.faa.gov/lrra/PEIS_info_resources.htm*.

Additional Information: The proposed action is for the FAA to issue licenses for the launch of horizontally launched vehicles and the reentry of RVs, as well as the licensing of facilities that would support horizontal launches and reentries. The FAA exercises licensing authority in accordance with the Commercial Space Launch Act and Commercial Space Transportation Licensing Regulations, 14 CFR Ch. III, which authorize the FAA to license the launch of an LV or the reentry of an RV when conducted within the U.S. and those operated by U.S. citizens abroad. The scope of the PEIS includes launches on orbital and suborbital trajectories from both existing government launch facilities and nonfederal launch sites in the U.S. and abroad.

The FAA identified three types of LVs, called out in this analysis as Concept 1, Concept 2, and Concept 3, which would be typical of the vehicles that would operate within the activities specified in this PEIS. Additionally, both powered and unpowered RV concepts are considered in this analysis. This PEIS may be used to tier subsequent environmental documentation that the FAA would use to make a determination about licensing the launches and reentries of the aforementioned types of LVs and RVs. Additional environmental analysis would need to be conducted for any activity that is not addressed in this Draft PEIS or in previous environmental analyses.

Launch vehicles included in Concept 1 would use jet-powered take off with subsequent rocket ignition, and conduct a powered horizontal landing. These LVs would take off from conventional runways using jet power, and then ignite rocket engines at a specified altitude. The LV would use either suborbital or orbital trajectories depending on the mission. During descent, jet engines would be restarted at a specified altitude and the vehicle would fly to a powered, horizontal landing at a designated location.

Launch vehicles included in Concept 2 would use rocket powered take off and flight, and a non-powered horizontal landing. The rocket motors would be ignited while the LV is on the runway. After takeoff, the LV would follow a steep ascent trajectory that could be suborbital or orbital. The vehicle would not use powered descent but would glide to a horizontal landing at a designated location.

Launch vehicles included in Concept 3 would be carried aloft via assist aircraft with subsequent rocket ignition, and would conduct a non-powered horizontal landing. The vehicle would be comprised of an assist aircraft, such as a carrier or tow aircraft, and an LV, which would range from 9 to 46 meters (30 to 150 feet) in length. Depending on the design configuration, the LV could be attached to the top, mated to the underside, or tethered to the assist aircraft. After taking off on a horizontal runway, the LV would be released from the assist aircraft and rocket engines on the LV would be fired. The assist aircraft would make a powered horizontal landing after releasing the LV. The LV trajectory could be either orbital or suborbital. The LV would not use powered descent but would glide to a horizontal landing at a designated location.

Reentry vehicle concepts include both unpowered and powered vehicles. Once an unpowered RV concept enters Earth's atmosphere, it would glide, deploy a parachute or parafoil, and descend to the Earth's surface. Once a powered RV concept enters Earth's atmosphere, a propulsion system would be used to control descent and direct the RV to a landing site. Both RV concepts could be oriented vertically or horizontally during reentry and subsequent landing. The design and size of the RV dictates whether descent would be powered or unpowered. Some RVs would descend using a combination of unpowered and powered methods. For example, a rocket engine would be fired to slow initial descent, then a parachute would be deployed and finally when the RV is close to Earth's surface rocket engines would be fired for a final touch down.

Three alternatives to the proposed action were considered in the Draft PEIS. The first alternative would be to issue licenses for orbital Reusable Launch Vehicles (RLVs) using unpowered reentry and landing only. The second alternative would be to issue licenses to orbital RLVs using powered reentry and landing only. The third alternative would be to issue licenses of horizontal launches of RLVs where full rocket engine ignition occurs at or above 914 meters (3,000 feet). Under the No Action Alternative, the FAA would not issue licenses for the horizontal launch of LVs and reentry of RVs, as well as the operation of launch and reentry sites for such activities.

Potential impacts of the proposed action and alternatives were analyzed in the Draft PEIS. Potential environmental impacts of successful launches include impacts to the atmosphere, airspace, biological resources, cultural resources, public health and safety, hazardous materials and hazardous waste, geology and soils, land use, noise, socioeconomics, environmental justice, section 4(f) resources, orbital debris, aesthetic and visual resources, and water resources. The impacts of the No Action Alternative would be the same as those described for the affected environment in the Draft PEIS.

Potential cumulative impacts of the proposed action are also addressed in the Draft PEIS.

Dated: July 20, 2005.

John Sloan,

Acting Manager, Space Systems Development Division.

[FR Doc. 05–14972 Filed 7–28–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number 2005–21918]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel *Avocation.*

SUMMARY: As authorized by Pub. L. 105–383 and Pub. L. 107–295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005–21918 at *http://dms.dot.gov*. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105–383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver