

license from the FAA for specific missions.

Concept X launch vehicles would use jet-powered take off with subsequent rocket ignition, and conduct powered horizontal landing. These launch vehicles would take off from conventional runways using jet power, and then ignite rocket engines at a specified altitude. The launch vehicles would use suborbital trajectories. During descent, jet engines would be restarted at a specified altitude and the vehicle would fly to a powered, horizontal landing at the CSIA.

Launch vehicles included in Concept Y would use rocket powered take off and flight, but non-powered horizontal landing. The rocket motors would be ignited while the launch vehicle is on the runway at the CSIA. These vehicles would use suborbital trajectories. The vehicle would not use powered descent but would glide to a horizontal landing at the CSIA.

Concept Z launch vehicles would be carried aloft via assist aircraft with subsequent rocket ignition, and use non-powered horizontal landing. After taking off from a horizontal runway, the launch vehicle would be released from the assist aircraft and rocket engines on the launch vehicle would be fired. The assist aircraft would make a powered horizontal landing after releasing the launch vehicle. The launch vehicle would follow a suborbital trajectory. The launch vehicle would not use powered descent but would glide to a horizontal landing at the CSIA.

The FAA considered two alternatives to the proposed action in the Draft EA. The first alternative would involve the issuance of a launch site operator license to OSIDA for the CSIA that would allow only Concept X and Y vehicles to be launched from the CSIA. The second alternative would involve the issuance of a launch site operator license to OSIDA for the CSIA that would allow only Concept X and Z vehicles to be launched from the CSIA. Finally, under the no action alternative, the FAA would not issue a launch site operator license to OSIDA and there would be no commercial launches from the CSIA. In addition, the FAA would not issue launch licenses or permits to any operators for launches from the CSIA. The CSIA would continue to be available for existing aviation and training related activities.

Potential impacts of the proposed action and alternatives were analyzed in the Draft EA. Potential environmental impacts of successful launches include impacts to the atmosphere, airspace, biological resources, cultural resources, hazardous materials and hazardous

waste, health and safety, geology and soils, land use and Section 4(f) resources, noise, socioeconomics and environmental justice, transportation, visual resources, and water resources.

Potential impacts of the no action alternative would be the same as those described in the affected environment in the Draft EA. Potential cumulative impacts of the proposed action also are addressed in the Draft EA.

Date Issued: January 25, 2006.

Place Issued: Washington, DC.

**Patricia Grace Smith,**

*Associate Administrator for Commercial Space Transportation.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Fourth Meeting, RTCA Special Committee 204: 406 MHz Emergency Locator Transmitters

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

**ACTION:** Notice of RTCA Special Committee 204 meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 204: 406 MHz Emergency Locator Transmitters.

**DATES:** The meeting will be held on February 7-8, 2006, from 9 a.m. to 5 p.m.

**ADDRESSES:** The meeting will be held at RTCA, Inc., Colson Board Room, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133.

**FOR FURTHER INFORMATION CONTACT:** RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 202 meeting. The agenda will include:

- February 7-8, 2006:
  - Open Session (Welcome, Introductory and Administrative Remarks, Review Agenda, Review Terms of Reference/Status).
  - Approval of Summary for the Third meeting held on 29-30 November 2005, RTCA Paper No. 250-05/SC204-008.
- EUROCAE ELT Status.
- Committee Presentations, Discussion, Recommendations:
  - Revisions/Updates to DO-2004—

*Minimum Operational Performance Standards for 406 MHz Emergency Locator Transmitters (ELT).*

- Revisions/Updates to DO-183—*Minimum Operational Performance Standards for Emergency Locator Transmitters—Automatic Fixed-ELT (AF), Automatic Portable-ELT (AP), Automatic Deployable-ELT (AD), Survival-ELT (S) Operating on 121.5 and 243.0 Megahertz.*
- Closing Session (Other Business, Assignment/Review of Future Work, Date and Place of Next Meeting, Closing Remarks, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 27, 2006.

**Francisco Estrada C.,**  
*RTCA Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2006-23639]

#### Deadline for Notification of Intent To Use the Airport Improvement Program (AIP) Sponsor, Cargo, and Nonprimary Entitlement Funds for Fiscal Year 2006

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces May 1, 2006, as the deadline for each airport sponsor to notify the FAA that it will use its fiscal year 2006 entitlement funds to accomplish projects identified in the Airports Capital Improvement Plan that was formulated in the spring of 2005.

**FOR FURTHER INFORMATION CONTACT:** Mr. Barry Molar, Manager, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-500, on (202) 267-3831.

**SUPPLEMENTARY INFORMATION:** Section 47105(f) of Title 49, United States Code, provides that the sponsor of each airport to which funds are apportioned shall notify the Secretary by such time and in