

airports that have received such entitlements, except those nonprimary airports located in designated Block Grant States. Notification of the sponsor's intent to apply during fiscal year 2004 for any of its available entitlement funds including those unused from prior years, shall be in the form of inclusion of projects for fiscal year 2004 in the Airports Capital Improvement Plan.

This notice is promulgated to expedite and prioritize grants in the final quarter of the fiscal year. Absent an acceptable application by May 1, 2004, FAA will defer an airport's entitlement funds until the next fiscal year. Pursuant to the authority and limitations in section 47117(f), FAA will issue discretionary grants in an aggregate amount not to exceed the aggregate amount of deferred entitlement funds. Airport sponsors may request unused entitlements after September 30, 2004.

Issued in Washington, DC, on September 30, 2004.

Barry Molar,

Manager, Airports Financial Assistance Division.

[FR Doc. 04-2446 Filed 2-4-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 201: Aeronautical Operational Control (AOC) Message Hazard Mitigation (AMHM)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 201 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 201: Aeronautical Operational Control (AOC) Message Hazard Mitigation (AMHM).

DATES: The meeting will be held on February 17-19, 2003, beginning at 9 a.m.

ADDRESSES: The meeting will be held at American Airlines Flight Academy, 4601 Highway 360, FAA Road, Fort Worth, Texas 76155.

FOR FURTHER INFORMATION CONTACT: (1) 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>. (2) Mr. Harold Hohlen, (817) 967-9500, e-mail at Harold.Hohlen@aa.com.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal

Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 201 meeting. The agenda will include: February 17:

- Opening Session (Welcome, Introductory and Administrative Remarks, Review Agenda, Background).
- Review of phonecon discussions and conclusions.
- Drafting group work on other sections of the document:
 - Subgroup A Section 2
 - Subgroup B Section 3
 - Subgroup C Section 4
- Closing Session (Other Business, Date and Place of Next Meeting, Closing Remarks, Adjourn).

Note: This agenda will be followed as appropriate over the course of 3 days.

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 9, 2004.

Robert Zoldos,

FAA System Engineer, RTCA Advisory Committee.

[FR Doc. 04-2449 Filed 2-4-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Multiple North-Central, Central and South Texas Counties, State of Texas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier One environmental impact statement (EIS) will be prepared for a proposed multi-modal transportation facility to extend south from the Texas-Oklahoma state line, north of the Dallas/Fort Worth metropolitan area, through Central Texas, to the Texas-Mexico international border and/or the Texas Gulf Coast. The proposed facility, known as Trans-Texas Corridor 35 (TTC-35), is a priority element of the proposed Trans-Texas Corridor system for the State of Texas as conceptually outlined in *Crossroads of the Americas*:

Trans-Texas Corridor Plan (TTCP), June 2002.

FOR FURTHER INFORMATION CONTACT:

Salvador Deocampo, District Engineer, Federal Highway Administration, 300 E. 8th Street, Room 826, Austin, Texas 78701, Telephone: (512) 536-5950.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Texas Department of Transportation (TxDOT), intends to prepare a Tier One EIS for the selection of a corridor for the proposed construction of the TTC-35 multi-modal transportation facility. As currently envisioned, the proposed TTC-35 facility would include highway lanes for passenger vehicles; separate lanes for trucks; and rail lines (one in each direction serving freight, commuter and high speed passenger traffic).

Interchanges or grade separations would be constructed at thoroughfares and direct connector ramps would be provided at selected facilities. The width of the typical section for the proposed facility would be approximately 1,000 to 1,200 feet, which would include a 200-foot wide utility zone that could ultimately accommodate lines for water, petroleum, natural gas, electricity, data and other commodities. The proposed facility would extend from the Texas-Oklahoma state line, north of the Dallas/Fort Worth metropolitan area, through Central Texas, to the Texas-Mexico international border and/or the Texas Gulf Coast—a distance of approximately 800 miles. The actual length would be dependent upon the corridor selected during the Tier One EIS and subsequent route location studies to occur during Tier Two. For much of its length, it is anticipated that the proposed TTC-35 facility would generally parallel existing Interstate Highway 35; however, to maximize flexibility in determining a southern terminus at the United States/Mexico International Border and/or the Texas Gulf Coast, much of south Texas and the Rio Grande Valley will be analyzed in the Tier One EIS.

FHWA and TxDOT anticipate utilizing a combination of traditional and innovative financing options to fund construction of the proposed facility. These options include state and federal transportation sources, public/private partnerships and tolling.

The Tier One EIS will focus on broad issues such as general location, and area wide air quality and land use implications of the major alternatives. Alternatives to be considered in the Tier One EIS will include corridor location alternatives and the no-action alternative. Anticipated decisions to be made during the Tier One study include