

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****RTCA Special Committee 135;
Environmental Conditions and Test
Procedures for Airborne Equipment**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 135 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 135: Environmental Conditions and Test Procedures for Airborne Equipment.

DATES: The meeting will be held November 2–3, 2005 starting at 9 a.m.

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

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC, 20036; 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 135 meeting. The agenda will include:

- March 2–3:
- Opening Plenary Session (Welcome and Introductory Remarks).
- Approval of Summary from the Forty-Fifth Meeting.
- RTCA Paper No. 099–05/SC135–650.
- Review Results of EUROCAE ED–14 Meeting.
- Discuss Options and Directions of DO–160 User Guide.
- Review Status of Working Group 16.
- Review Status of Working Group 21.
- Review Change Proposals for all other Sections.
- Review Schedule to Release DO–160F.
- Closing Plenary Session (New/Unfinished Business, Date and Place of Next Meeting).

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.

Dated: Issued in Washington, DC, on October 5, 2005.

Natalie Ogletree,

FAA General Engineer, RTCA Advisory Committee.

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DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impacts Statement:
Yamhill County, OR**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing a notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Yamhill County, Oregon.

FOR FURTHER INFORMATION CONTACT: Elton Chang, PE, Environmental Coordinator, FHWA Oregon Division, 530 Center Street NE., Suite 100, Salem, OR 97301, (503) 399–5749, elton.chang@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Oregon Department of Transportation (ODOT), will prepare a Design (Tier 2) Environmental Impact Statement (EIS) on a proposal to construct the Newberg Dundee Bypass (Bypass), in Yamhill County, Oregon. The proposed Bypass project is a part of the Newberg Dundee Transportation Improvement Project (NDTIP), which seeks to improve regional and local transportation along the Oregon Highway 99W corridor in the Newberg and Dundee area by reducing traffic congestion. The proposed Bypass project area encompasses a section of OR Highway 99W that extends northeast across Yamhill County from the OR Highway 99W/OR Highway 18 intersection near Dayton to Rex Hill east of the City of Newberg. The eastern terminus is located at OR Highway 99W mile post 20.08. The western terminus is located where OR Highway 99W intersects with Oregon 18 at OR Highway 18 mile post 51.84.

FHWA and ODOT are conducting the environmental analysis of the Bypass in a two-tiered NEPA process. The Tier 1 work, which was the subject of a Location Environmental Impact Statement LFEIS, identified feasible alternative corridors for the Bypass project, and culminated in a Record of Decision on the preferred corridor alternative. This Preferred Alternative will be carried forward through the Tier

2, DEIS analysis for more detailed study. The Tier 2 work will involve further refinement of the Preferred Alternative, including locating the Bypass within the preferred corridor, evaluation of detailed engineering options, and additional environmental analysis.

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand and to reduce congestion. Traffic congestion and travel delays have reached unacceptable levels for those who live and work in or travel through Newberg, Dundee and the surrounding areas. By 2025, Newberg and Dundee are expected to have congestion in their downtowns for over 14 hours a day. The 2002 peak period travel time between East Newberg and Dayton is about 25 minutes. Without the Bypass the travel time in 2025 will be 40 minutes on OR Highway 99W. If the Bypass were constructed the travel time between East Newberg and Dayton on OR Highway 99W would be 19 minutes and the travel time on the Bypass would be 12 minutes.

ODOT uses volume to capacity ratios to measure the levels of mobility on state highways. The ratios show the volume of traffic over the capacity of the highway to handle traffic. When the ratio approaches 1.0 the entire capacity of the highway is being used and the highway is very congested. At this point even minor disruptions in flow can cause severe backups. The v/c ratios for most of the major intersections on OR Highway 99W in Newberg and Dundee exceeded 1.0 in 2002 during peak travel periods. ODOT's policy and the goal set by the Newberg Dundee Transportation Improvement Project Oversight Steering Team for urban highways is a volume to capacity ratio of 0.75.

Newberg and Dundee want to make their downtowns more pedestrian friendly. Noise levels measured on the sidewalk in Newberg in 2002 were 72 decibels. This is loud enough to require that people need to raise their voices to converse. The heavy truck traffic through town is the source of most of the noise. Truck traffic also adds to the congestion in the towns. By 2025, Dundee is expected to have about 3,700 freight trips per day rumbling through town and Newberg is expected to have 4,400 freight trips per day.

Alternatives under consideration include alternatives within the approved corridor and the No Build alternative for comparison purposes and various design options.

Letters describing the proposed action and soliciting comments related to this proposed action will be sent to Federal, State and local agencies, and to private