

military jet aircraft take off and/or land at the Mojave Airport per day. These military aircraft can produce sonic booms. Even in the worst case scenario, i.e., one launch from the Mojave Airport, one launch of the proposed Unmanned Lifting Entry Vehicle from Edwards AFB, and two jet aircraft take offs or landings from the Mojave Airport, there would not be more than 10 sonic booms generated per day in the Region of Influence. Therefore, there would be no significant cumulative impacts to noise from the proposed action.

No significant cumulative impacts to biological, cultural, geologic, mineral, visual and aesthetic, or water resources would occur as a result of the proposed action. No significant cumulative impacts would result from hazardous materials or hazardous waste used or produced as a result of the proposed action. No significant cumulative impacts to land use, socioeconomic, environmental justice, or transportation would occur as a result of the proposed action.

Detailed analyses of safety and related issues would be addressed in the FAA's Mission and Safety Review prior to issuing a launch license. However, safety and health analyses of operations that have the potential for environmental impact were considered in the EA and were determined to have no significant cumulative impacts on the environment.

Although the proposed action would support and facilitate limited growth, it would not induce growth. Additionally, there would be no specific future development activities currently known that would be dependent on the proposed action. Therefore no significant cumulative secondary impacts are expected to result from the proposed action.

No Action Alternative

Under the No Action Alternative, the FAA would not issue a launch site operator license to the EKAD for the operation of a launch site at the Mojave Airport or issue a launch license to Scaled Composites for up to six launches of SpaceShipOne from the Mojave Airport. Scaled Composites could continue to conduct aviation-related activities that do not require a launch license.

The predicted environmental effects of the Proposed Action would not occur. The existing on- and off-site conditions at the Mojave Airport would remain unchanged.

Determination

An analysis of the proposed action has concluded that there are no significant short-term or long-term effects to the environment or surrounding populations. After careful and thorough consideration of the facts herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA. Therefore, an EIS for the proposed action is not required.

Issued in Washington, DC on February 18, 2004.

Patricia Grace Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 04-4176 Filed 2-25-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Environmental Impact Statement: San Antonio International Airport, San Antonio, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Aviation Administration announces that it will prepare an Environmental Impact Statement (EIS) for implementation of projects proposed at San Antonio International Airport.

FOR FURTHER INFORMATION CONTACT:

Responsible Official: Mr. Paul Blackford, Environmental Specialist, Federal Aviation Administration, Southwest Region, Texas Airports Development Office, 2601 Meacham Blvd., Ft. Worth, Texas 76137-4298. Telephone (817) 222-5607.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration will prepare and consider an EIS for implementation of proposed projects at San Antonio International Airport. Major development projects to be assessed in the EIS include a 1,500 ft. extension of Runway 3/21 to a runway length of approximately 9,000 ft; the reconstruction and upgrade of Runway 12L/30R from general aviation to air carrier dimensions of approximately 8,500 ft. by 150 ft. as well as associated

taxiways, the installation of an instrument landing system, and related land acquisition; and other related development. These projects are proposed to improve safety, efficiency, and accommodate growing aviation demand at the Airport. These actions were identified in the San Antonio International Airport Master Plan Study.

The EIS will also consider the potential uses of approximately 180 acres of Airport owned land. The 180 acres is located in the far north portion of the Airport, north of Starcrest and bound by Wetmore Road and Wurzbach Parkway, which is not contiguous with the Airport. Potential land uses include warehousing, large commercial or similar uses.

The EIS will evaluate the feasibility of certain air traffic or procedural actions recommended in the Airport's Federal Aviation Regulation (FAR) part 150 Noise Compatibility Program Update including: a Preferential Runway Use Program for Runways 12L/30R, 12R/30L and 3/21; Runway 12R/30L and Runway 3/21 intersection removal that would be offset by an approximately 400 ft. extension to the northwest; the establishment of a 15° right turn on departure from Runway 3; and the establishment of a departure corridor for Runway 21 over Highway 281 for southbound aircraft. These procedural actions will be evaluated as part of the EIS for feasibility regarding effects on safety, efficiency, and capacity.

To ensure that the full range of issues related to the proposed projects are addressed and that all significant issues are identified, the Federal Aviation Administration intends to consult and coordinate with Federal, State, and local agencies having jurisdiction by law or specific expertise with respect to any environmental impacts associated with the proposed projects. In order to notify the general public of the scoping process, a notice will be placed in a newspaper having general circulation in the project area describing the proposed projects and their purpose. The newspaper notice will inform the public that scoping meetings will be held to gain their input concerning the proposed projects at the following locations:

- March 23, 2004, from 6:30 to 8:30 p.m., Doubletree Hotel (to be held in Salon I and II), 37 NE Loop 410, San Antonio, Texas 78216;
- March 24, 2004, from 6:30 to 8:30 p.m., Northern Hills Country Club, 13202 Scarsdale, San Antonio, Texas 78217.

Federal, State and local agencies will be notified of the Agency meeting via letter. The Agency scoping meeting will

be held at 10 a.m., March 23, 2004, at the Airport Conference room A, Terminal 1, Mezzanine Level, at San Antonio International Airport.

Issued in Ft. Worth, Texas on February 12, 2004.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 04-4292 Filed 2-25-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cache County, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice of intent to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Cache County, Utah.

FOR FURTHER INFORMATION CONTACT: Jeff Berna, FHWA, Utah Division, 2520 West 4700 South, Suite 9A, Salt Lake City, UT 84118, Telephone: (801) 963-0182 or Kelly Barrett, Project Manager, Utah Department of Transportation, Region One Office, 169 Wall Street, Ogden, UT 84112, Telephone: (801) 620-1684.

SUPPLEMENTARY INFORMATION: FHWA, in cooperation with the Utah Department of Transportation (UDOT) will prepare an Environmental Impact Statement (EIS) to address the proposed construction of an approximately 3-mile segment of new transportation corridor from 1400 North in North Logan City to 3700 North in Hyde Park City, between U.S. Highway 91 and 400 East in Cache County, Utah. The Cache Metropolitan Planning Organization in its June 2000 long range Transportation Master Plan identified this corridor as an important future transportation system for the Cache Valley. The EIS will evaluate no-build and build alternatives to address the need for a proposed action to provide for existing and projected traffic demand along this corridor. Reasonable alternatives within the study area will be fully considered in compliance with National Environmental Policy Act regulations.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who express interest in this project. Public scoping meetings will be held in spring 2004 in the project area. Additionally, a public hearing will be held in accordance with FHWA

regulations. Public notice will be given of the time and place of the scoping meetings and hearing. The scoping process will be open to determine all of the issues. The draft environmental document will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: January 22, 2004.

Jeffrey Berna,
Environmental Specialist, Salt Lake City, Utah.

[FR Doc. 04-4260 Filed 2-25-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-9779; Notice 2]

Reports, Forms and Record Keeping Requirements, Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice.

SUMMARY: Before a Federal agency can collect certain information from the public, the agency must receive approval from the Office of Management and Budget ("OMB"). Under procedures established by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. In compliance with the Paperwork Reduction Act of 1995, this notice describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be submitted on or before April 26, 2004.

ADDRESSES: Comments must refer to the docket number cited at the beginning of this notice and be submitted to Docket

Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided by addressing its OMB Clearance Number. You may also submit your comments to the docket electronically. Documents may be filed electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to obtain instructions for filing the document electronically.

You may call Docket Management at 202-366-9324. You may visit the Docket from 10 a.m. to 5 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: For questions contact Michael Kido in the Office of the Chief Counsel at the National Highway Traffic Safety Administration, telephone (202) 366-5263. Please identify the relevant collection of information by referring to its OMB Clearance Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.*, permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information: