

Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

#### Comments Are Invited On

Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality; utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on August 23, 1999.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

[FR Doc. 99-23203 Filed 9-3-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activity Under OMB Review

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 1, 1999, (64 FR 29404-29405).

**DATES:** Comments must be submitted on or before October 7, 1999. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

#### Federal Aviation Administration (FAA)

*Title:* Airport Master Record.

*Type of Request:* Extension of a currently approved collection.  
*OMB Control Number:* 2120-0015.  
*Form(s):* N/A.

*Affected Public:* Civil airports.

*Abstract:* 49 USC 329(b) directs the Secretary of Transportation to collect information about civil aeronautics. The information is required to carry out FAA missions related to aviation safety, flight planning, and airport engineering. The data base is the basic source of data for private, state and Federal government aeronautical charts and publications.

*Estimated Annual Burden Hours:* 4,355 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 — 17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Associate Administrator for Commercial Space Transportation; Notice of Availability of Draft Programmatic Environmental Impact Statement for Commercial Launch Vehicles

**AGENCY:** Federal Aviation Administration (FAA), Associate Administrator for Commercial Space Transportation (AST).

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the National Environmental Policy Act (NEPA) the FAA is initiating a 45-day public review and comment period of a

Programmatic Environmental Impact Statement (PEIS) for licensing commercial launch vehicles. The PEIS was prepared to (1) update a 1986 Programmatic Environmental Assessment for Commercial Launch Vehicles; (2) work in conjunction with other environmental documentation to support licensing of commercial launch vehicles (LVs); and (3) document compliance with NEPA requirements. In October 1998, AST's regulatory role in commercial space launch activities was enlarged to include licensing reentries and reentry sites; therefore, these are included in the PEIS. Copies of the document will be available through AST's Website (<http://ast.faa.gov>) or by contacting Mr. Nikos Himaras at the address listed below.

**DATES:** The official comment period will begin with an Environmental Protection Agency Notice of Availability in the **Federal Register**.

#### FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and the PEIS; or any relevant data and/or comments regarding the potential environmental impacts associated with licensing commercial launch vehicles, reentries and/or reentry sites may be addressed to Mr. Nikos Himaras, Office of the Associate Administrator for Commercial Space Transportation, Space System Development Division, Suite 331/AST-100, 800 Independence Avenue SW, Washington, DC 20591; email [nick.himaras@faa.gov](mailto:nick.himaras@faa.gov); or phone (202) 267-7926. Written comments regarding the PEIS should be sent to the same mailing address.

#### Additional Information

The PEIS considers the environmental impacts of the proposed action of licensing commercial LVs. Two alternatives are also considered in detail. First, the more environmentally-friendly propellant combination alternative, whereby AST would emphasize licensing LVs that produce fewer air emissions of concern. In addition, the No Action alternative is also examined, where AST would not issue licenses for commercial LV launches.

In analyzing the potential environmental impacts of the proposed action and two alternatives, the PEIS identifies six different types of ecosystems representing various potential commercial LV launch locations throughout the U.S. The environmental characteristics of the different ecosystems were used to describe the range of potential impacts of licensing commercial space launches.

Potential impacts of the proposed action were analyzed in three major categories, atmospheric impacts, noise impacts, and other environmental impacts. Potential environmental impacts to the atmosphere analyzed include ozone depletion and acid rain formation. Potential noise impacts considered include acoustic energy from launches and sonic booms during flights. Other potential environmental impacts discussed in the PEIS include impacts to the climate and atmosphere of the launch site, land resources, water resources, and biological resources. Potential accident scenarios and marine mammal strike probability were also considered.

Potential environmental impacts associated with the more environmentally-friendly propellant combinations alternative were analyzed in three major categories: atmospheric impacts, noise impacts, and other environmental impacts. The environmentally-friendly propellant alternative is defined as preferentially licensing rockets that are not solely propelled by solid rocket motors. This would reduce the total number of U.S. commercial launches projected from 1998 through 2009 from 436 to 134. The number of launches using liquid, liquid/solid, or hybrid propellant systems is assumed to remain unchanged under this alternative. Thus, the total number of commercial, AST-licensed launches in the U.S. (i.e., programmatic launches) would decrease substantially under this alternative. It is assumed that the decrease in U.S. commercial launches using only solid propellants would be compensated for by an increase in these launches elsewhere in the world.

Under the No Action alternative, the same number of worldwide commercial LV launches would take place. Chapter 701 requires AST to license a launch if the applicant complies and will continue to comply with chapter 701 and implementing regulations. 49 U.S.C. 70105. One of the purposes of chapter 701 is to provide that the Secretary of Transportation, and therefore AST, pursuant to delegations, oversees and coordinates the conduct of commercial launch and reentry, and issues and transfers licenses authorizing these activities. 40 U.S.C. 70104(b)(3). The agency may prevent a launch if it decides that the launch would jeopardize public health and safety, safety of property, or national security, or a foreign policy interest of the United States. 49 U.S.C. 70104(c). Not licensing any U.S. commercial launches would not be consistent with the purposes of chapter 701 in this context. In any event, the no action alternative suffers

from other drawbacks as well. The U.S. space launch industry would be unable to continue LV launch operations regardless of their location because AST would not license U.S. launches. The no action alternative could negatively impact the national security and foreign policy interests of the U.S. Some U.S. government payloads have been launched by the U.S. commercial space launch industry. Therefore, if access to commercial LVs were not available, this overall limit in available capacity could, in a worst case scenario, impact the U.S. government's ability to launch needed payloads and negatively affect programs that rely on access to space. Additionally, under this alternative, parties that plan to launch from U.S. launch sites would be forced to find alternative launch sites outside the U.S., thereby potentially exposing sensitive technologies to countries with competing economic and security interests.

Potential cumulative impacts, including those to the atmosphere and noise, are also addressed in the PEIS. Irreversible and irretrievable commitment of resources, such as consumption of mineral resources, are addressed in the document.

Finally, the PEIS recommends a variety of mitigation measures to prevent or reduce environmental effects associated with the proposed action. Individual launch sites will monitor water quality, complete archaeological surveys, and survey biological species in the vicinity of the launch area. It is also assumed that all launch sites will comply with permit conditions. Other examples of suggested mitigation measures include: noise control actions, promoting the use of environmentally-friendly propellants, engaging in voluntary waste pollution prevention programs, developing a comprehensive environmental management system, working with interested parties to select the most culturally-friendly site, and implementing effective lighting policies to protect wildlife. Lastly, it should be noted that this PEIS is not site-specific. Any required site-specific environmental documentation would be developed as needed.

Date Issued: August 31, 1999.

Place Issued: Washington, DC.

**Patricia G. Smith,**

*Associate Administrator for Commercial Space Transportation.*

[FR Doc. 99-23201 Filed 9-3-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Cyril E. King Airport, St. Thomas, Virgin Islands, U.S.A.

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application impose and use the revenue from a PFC at Cyril E. King Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990. (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). **DATES:** Comments must be received on or before October 7, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gordon A. Finch, Executive Director of Virgin Islands Port Authority at the following address: Virgin Islands Port Authority, Cyril E. King Airport, PO Box 301707, St. Thomas, Virgin Islands, U.S.A. 00803-1707.

Air carriers and foreign air carriers may submit copies of written comments previously provided to Virgin Islands Port Authority under § 158.23 of Part 158.

#### FOR FURTHER INFORMATION CONTACT:

Pablo G. Auffant, P.E., Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, 407-812-6331 x30. The application may be reviewed in person at this time location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Cyril E. King Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 27, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by to Virgin Islands Port