

National park/abutting Tribal land	Operator name	DBA	IOA auth/yr
	Windrock Aviation Inc .....	Windrock Aviation, Windrock Airlines, Sky Eye Air Tours.	3

<sup>1</sup> Subsequent to the June 23, 2005 notice, each of the listed air tour operators formally withdrew their application for commercial air tour operating authority for this park unit. FAA has responded by removing this park from the operator's Interim Operating Authority. No commercial air tour operations are currently authorized over this park unit.

<sup>2</sup> Subsequent to the June 23, 2005 notice, each of the listed air tour operators formally withdrew their application for commercial air tour operating authority for this park unit. FAA has responded by removing this park from the operator's Interim Operating Authority. No commercial air tour operations are currently authorized over this park unit.

<sup>3</sup> See note 2 above.

<sup>4</sup> The National Parks Air Tour Management Act of 2000 and Title 14, Code of Federal Regulations, Part 136.3(d)(1)(i) exempts operations conducted solely for the purposes of takeoff or landing from the definition of a commercial air tour operation. Subsequent to the June 23, 2005 notice, each of the listed air tour operators formally withdrew their applications for commercial air tour operating authority for this park unit. The FAA has responded by removing the Memorial from each of the operator's Interim Operating Authority (IOA).

Dated: September 20, 2005.

**James J. Ballough,**

*Director, Flight Standards Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Cancellation of Environmental Impact Statement for the Oklahoma Launch Site Operator License for the Clinton-Sherman Industrial Airpark (CSIA)

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation.

**SUMMARY:** On October 23, 2002, the FAA published a Notice of Intent to prepare an environmental impact statement (EIS) for the Oklahoma Space Industry Development Authority's (OSIDA's) proposal to operate a commercial launch site at the Clinton-Sherman Industrial Airpark (CSIA) in the **Federal Register** (67 FR 65169). The original proposed action included horizontal and vertical launches, significant construction activities, orbital launches, and vehicle manufacturing. The nature of these activities necessitated that the proposed action be addressed through the preparation of an EIS.

Subsequent changes to the proposed action have eliminated the need for vertical launch, construction of any kind, orbital launches, and vehicle manufacturing. The proposed action as currently stated involves the horizontal launch of suborbital Reusable Launch Vehicles from an existing runway at the CSIA. The horizontal launch activities are similar to the current Air Force activities at the CSIA and are not expected to produce significant impacts, indicating that an EA would be the most appropriate NEPA analysis for OSIDA's proposed activities.

Scoping meetings were held in Oklahoma in November 2002. Because the proposed action is a subset of the information originally presented during

scoping, we do not propose to re-initiate scoping meetings. For the reasons stated above, the FAA is canceling the EIS and will prepare an Environmental Assessment to analyze the impacts of the proposed action.

#### **FOR FURTHER INFORMATION CONTACT:**

Questions may be directed to Doug Graham, FAA Environmental Specialist, c/o ICF Consulting, 9300 Lee Highway, Fairfax, VA 22031 or (202) 267-8568.

Date Issued: September 30, 2005.

**Herbert Bachner,**

*Manager, Space Systems Development Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of the Availability of the Record for Decision of O'Hare Modernization, at Chicago O'Hare International Airport, Chicago, IL

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

**ACTION:** Notice of the Availability of the Record of Decision for O'Hare Modernization.

*Location of Proposed Action:* O'Hare International Airport, Chicago, Illinois, (Sections 4, 5, 6, 7, 8, 9, 16, 17, and 18, Township 41 North, Range 10 East, 3rd P.M.).

**SUMMARY:** The Federal Aviation Administration (FAA) announces the Record of Decision (ROD) for O'Hare Modernization, for Chicago O'Hare International Airport, Chicago, Illinois is available.

**SUPPLEMENTARY INFORMATION:** The City of Chicago (City), Department of Aviation, as owner and operator of Chicago O'Hare International Airport (O'Hare or the Airport), PO Box 66142, Chicago, IL, 60666, proposes to modernize O'Hare to address existing and future capacity and delay problems. The City initiated master planning and

the process of seeking FAA approval to amend its airport layout plan to depict the O'Hare Modernization Program (OMP). The city is also seeking the other necessary FAA approvals to implement the OMP and associated capital improvements and procedures. The FAA prepared an Environmental Impact Statement (EIS) addressing specific improvements at and adjacent to Chicago O'Hare International Airport, Chicago, Illinois. The Draft EIS was issued on January 21, 2005 and the Final EIS was issued on July 22, 2005. The FAA also held three public hearings on February 22, 23, and 24, 2005. The FAA's EIS presents an evaluation of the City's proposed project and reasonable alternatives. Under the City's concept, O'Hare's existing seven-runway configuration would be replaced by an eight-runway configuration, in which six runways would be oriented generally in the east/west direction, the existing northeast/southwest-oriented Runways 4L/22R and 4R/22L would remain, and Runways 14L/32R and 14R/32L would be closed.

On September 29, 2005 the FAA approved the Record of Decision for O'Hare Modernization which approves:

A. The unconditional approval of the revised Airport Layout Plan (ALP) for the projects summarized in Chapter 3 of the Final EIS, which constitute the proposed development.

B. Eligibility for Federal grant-in-aid funds and/or PFC, including the following elements:

1. Land Acquisition.
2. Site Preparation.
3. Runway, Taxiway, and Runway Safety Area Construction.
4. Terminal and Other Landside Development.

5. Installation of Navigational Aids.
6. Environmental Mitigation.
7. Noise Mitigation Projects.

C. Determination and actions, through the aeronautical study process of any off-airport obstacles that might be obstructions to the navigable airspace under the standards and criteria of 14 CFR part 77 and evaluate the