

Federal Register. The FAA will record the appropriate decision or decisions in a Record of Decision.

FOR FURTHER INFORMATION CONTACT: Mr. T.J. Stetz, Regional Environmental Protection Specialist, Federal Aviation Administration, Northwest Mountain Region, Airports Division, 1601 Lind Avenue, SW., Suite 315, Renton, Washington 98055-4056; telephone: (425) 227-2611; fax: (425) 227-1600; and e-mail: TJ.Stetz@faa.gov

Public Availability: Copies of the FEIS may be viewed during regular business hours at the following locations:

1. Cedar City Library, 303 North 100 East, Cedar City, UT 84720.
2. Hurricane Valley Branch, 36 South 300 West, Hurricane, UT 84737.
3. Santa Clara Branch, 1099 North Lava flow Drive, St. George, UT 84770.
4. Springdale Branch, 898 Zion Park Blvd, Springdale, UT 84767-0509.
5. Washington County, 50 South Main, St. George, UT 84770.

A limited number of copies of the FEIS and related documents also will be available for review by appointment only at the following FAA or City of St. George offices:

1. FAA, Northwest Mountain Region Office, 1601 Lind Avenue, SW., Suite 315, Renton, WA 98055, (425) 227-2611.
2. FAA, Denver Airports District Office, 26805 East 68th Avenue, Suite 224, Denver, CO 80249, (303) 342-1252.
3. St. George Municipal Building, 175 East 200 North, St. George, UT 84770, (435) 634-5800.
4. St. George Airport, 620 S. Airport Road, St. George, UT 84770, (435) 634-5822.

An electronic copy of the FEIS also will be available as of May 19, 2006, on the project Web site and can be accessed at <http://www.airportsites.net/squ-eis>.

SUPPLEMENTARY INFORMATION: The City of St. George, operator of the existing St. George Municipal Airport, has submitted an Airport Layout Plan, as revised, for approval. This FEIS assesses the potential impacts that may result from the development of a replacement airport with a 9,300-foot Runway 01/19 and all support facilities (i.e., taxiways and associated lighting and navigational aids; a passenger terminal, apron, and associated parking; an aircraft rescue and fire-fighting (ARFF) facility; facilities for general aviation, fixed-base operator, corporate aviation, and air cargo; fuel farm facilities; airport maintenance facilities; and airport access to the Southern Corridor Highway). This FEIS also assesses the Federal action regarding installation of navigational aids, airspace use, and

approach and departure procedures. One historic site, Little Black Mountain Petroglyphs, would potentially be affected. This document also assesses the potential noise impact on Zion National Park, and 42 other potentially noise-sensitive properties in the vicinity.

The FEIS details the proposed development of a replacement airport and related facilities for the City of St. George, Utah, and addresses the environmental impacts associated with its development. The FEIS presents the purpose and need for the proposed project, an analysis of the alternatives to the proposed project, and potential environmental impacts associated with the development of the proposed replacement airport.

Information and analyses have been added, updated and/or refined in the FEIS to comply with particular aspects of federal law and regulation and in response to comments. That information and analyses are presented in the FEIS in Appendices T through Y, and Chapter 6, section 6.4, Air Quality.

Issued in Renton, Washington, on May 10, 2006.

Lowell H. Johnson,

Manager, Airports Division, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of the Availability of the Final Environmental Impact Statement (FEIS) for the Proposed Relocation of the Panama City-Bay County International Airport, Panama City, FL; Notice of Significant Encroachment and Unavoidable Impacts to the Base Floodplain; Notice of New Construction Significantly Affecting Wetlands and Finding of No Practicable Alternative

AGENCY: Federal Aviation Administration (FAA), DOT. The U.S. Army Corps of Engineers (USACE) is a cooperating Federal agency, having jurisdiction by law due to the potential for significant wetland impacts.

ACTION: Notice of Availability of Final Environmental Impact Statement

Location of Proposed Action: The proposed airport site (identified as the West Bay Site in the FEIS) is located in northwestern Bay County, Florida, approximately 20 miles north and west of the existing airport site. The Proposed Action includes three mitigation parcels

located immediately south of County Road 388 and adjacent to the West Bay.

SUMMARY: The FAA announces that an FEIS for the Proposed Relocation of the Panama City-Bay County International Airport is available for public review. The FEIS includes the section 7 consultation with United States Fish and Wildlife Service (USFWS) regarding the Proposed Action's impact to threatened and endangered species. An Essential Fish Habitat (EFH) and Living Marine Resources (LMR) Assessment is included in the FEIS. The FEIS discusses impacts to the base floodplain and wetlands and measures to mitigate those impacts. The FAA is seeking comments on those sections of the FEIS that have been updated and/or contain additional information not previously contained in the DEIS. Please see **SUPPLEMENTARY INFORMATION** for a listing of sections of the FEIS and associated appendices that have been updated or contain additional information.

Additional information regarding potential redevelopment of the existing airport site under the West Bay Site alternatives was published following public availability of the Draft Environmental Impact Statement (DEIS). This information has been analyzed and is included in the FEIS for disclosure purposes but is not part of the Proposed Action.

All comments are to be submitted to Virginia Lane of the FAA, at the address shown in the section below entitled "For Further Information or to Submit Comments Contact." The USACE has requested that the FAA be the recipient of all comments regarding their actions.

The USACE is a cooperating Federal agency for this FEIS, having jurisdiction by law because the proposed federal action has the potential for significant wetland impacts, and would require the USACE to approve issuance of a permit to fill wetlands under section 404 of the Clean Water Act.

SUPPLEMENTARY INFORMATION: The FAA as lead agency and the USACE, as a cooperating agency, have prepared the FEIS for the proposed relocation of the Panama City-Bay County International Airport. FAA published a DEIS in November 2004. The DEIS was prepared pursuant to the National Environmental Policy Act of 1969 (NEPA). The DEIS assessed the potential impacts of five proposed action alternatives, described as the Existing Site—No-Action Alternative, Existing Site—Extend Runway 14-32, 6,800 Feet Southeast, Existing Site—Extend Runway 14-32, 8,400 Feet Southeast, West Bay Site—Runway 16-34, 6800 Feet (referred to in the FEIS as Scenario 1), and the West

Bay Site—Runway 16–34, 8,400 Feet (Sponsor's Proposed Project). The FEIS additionally analyses one alternative that was identified during the comment period on the DEIS. This alternative is identified in the FEIS as the Existing Site—Extend Runway 14–32, 6,800 Feet Southeast EMAS Scenario 2.

The proposed airport relocation site (West Bay Site) encompasses a total of approximately 4,037 acres and would accommodate both short- and long-term aviation needs as described in the FEIS. The Airport Sponsor proposes to construct a primary runway of 8,400 feet, a crosswind runway of 5,000 feet, and associated aviation support facilities as part of an initial development plan encompassing approximately 1,378 acres. Under this proposal, the existing airport facilities would be decommissioned, and facilities and operations at the existing site would be relocated to the West Bay site. The Airport Sponsor is also seeking the other necessary FAA approvals to implement the Proposed Action and associated capital improvements and procedures.

FAA will not make a decision on the Proposed Act for a minimum 45 days following publication of this Notice of Availability of the FEIS in the **Federal Register**. FAA will record the appropriate decision or decisions in a Record of Decision.

Copies of the FEIS are available for public review at the following locations:

- Panama City-Bay County International Airport Administration Office, 3173 Airport Road, Panama City, Florida 32405. (850) 763-6751.
- Bay County Public Library, 26 West Government Street, Panama City, Florida 32401. (850) 872-7500.
- U.S. Army Corps of Engineers, Panama City Regulatory Office, 1002 West 23rd Street, Suite 350, Panama City, Florida 32405. (850) 763-0717.
- Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822. (407) 812-6331.

The Panama City-Bay County International Airport Administration Office has a limited number of CDs of the FEIS available for public distribution. Please contact that office for a copy. The FEIS may also be viewed at the following Web site <http://www.pcairport.bechtel.com>.

The FAA is seeking comments on updated and/or refined information in the following sections of the FEIS and the associated appendices:

Volume I—Technical Documentation

Chapter 1—Section 1.7.2

Chapter 2—Sections 2.2.2, 2.2.3, and 2.6.3

Chapter 3—Sections 3.2.8, 3.6.4, 3.9.10, 3.10.5, 3.11, 3.12, and 3.13

Chapter 4—Sections 4.6, 4.7.4, 4.10.7, 4.12.3, and 4.21

Chapter 5—Sections 5.1, 5.2.2, 5.3.2, 5.4.1, 5.6, 5.7.2, 5.8, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.18, 5.20, 5.21, 5.22, 5.23, and 5.26

Chapter 6—Sections 6.3, .4, and 6.5

Chapters 7, 8, 9, 10, and 11

Volume II—Appendix

Appendices D, G, J, K, L, M, P, Q, R, S, T, U, V, W, X

Volume III—Responses to Comments—Federal, State, and Local Agencies

Volume IV—Responses to Comments—Public Individuals

Volume V—Responses to Comments—Public Organizations

The FEIS will be available for public review for 45 days. Written comments on the sections of the document identified above should be submitted to the address listed in *For Further Information or to Submit Comments Contact*. The comment period begins as of the date of this Notice of Availability and all comments must be received no later than 5 p.m., Eastern Daylight Time on Wednesday, July 5, 2006.

For Further Information or to Submit Comments Contact: Virginia Lane, Environmental Specialist, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822. Telephone (407) 812-6331 Extension 129. Comments can only be accepted with the full name and address of the individual commenting.

Issued in Orlando, Florida on May 10, 2006.

W. Dean Stringer,

Manager, Orlando Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Record of Decision

AGENCY: Federal Aviation Administration (FAA), Office of Commercial Space Transportation.

ACTION: Record of Decision.

SUMMARY: The Record of Decision was prepared based on the Final Programmatic Environmental Impact Statement (PEIS) for Horizontal Launch and Reentry of Reentry Vehicles. The FAA prepared this Record of Decision pursuant to the National Environmental Policy Act (NEPA) of 1969 as amended (42 United States Code 4321, *et seq.*), the Council on Environmental Quality Regulations for Implementing the

Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508), and FAA Order 1050.1 E, *Environmental Impacts: Policies and Procedures*. This Record of Decision contains the statement of decision, identifies the alternatives considered, and discusses the factors on which the decision was based.

The PEIS considered the potential programmatic environmental effects of licensing horizontal launches of launch vehicles, reentries of reentry vehicles,¹ as well as licensing the operation of facilities that support these activities. The PEIS considered three horizontal launch vehicle concepts and reentry vehicles with both powered and unpowered landings.

As the designated authority for regulating the U.S. commercial space transportation industry and issuing licenses for launches, reentries, and the operation of launch sites, the FAA was the lead agency preparing the PEIS. No other agency was designated or requested to act as a cooperating agency for the development of the PEIS. After considering the environmental impacts, public comments, and programmatic factors, the FAA has decided to implement the preferred alternative.

FOR FURTHER INFORMATION CONTACT: For further information on the PEIS or this Record of Decision, please contact Ms. Stacey Zee, FAA Environmental Specialist at (202) 267-9305 or e-mail Stacey.Zee@faa.gov. Downloadable electronic versions of the Final PEIS and Record of Decision are available on the FAA PEIS Web site http://ast.faa.gov/lrra/comp_coop.htm.

SUPPLEMENTARY INFORMATION:

Introduction

This Record of Decision provides final FAA approval for a program to license three horizontal launch vehicle concepts, reentries of reentry vehicles with both powered and unpowered landings, and the operation of facilities that support these activities. The FAA is considering the impacts of licensing all launch and reentry vehicle concepts analyzed under the proposed action to maintain the greatest flexibility for the development and growth of the U.S. commercial space industry. Licenses for the operation of individual launch and reentry vehicles or individual launch sites would be considered on a case-by-case basis. Any additional site-specific environmental documentation would be

¹ Reentry vehicle means a vehicle designed to return from Earth orbit or outer space to Earth. In the PEIS, reentry vehicles consisted of vehicles launched into orbit via vertical and horizontal launch vehicles.