

hazard area should have no impacts on recreational or commercial use of these waters since the area off the island is not used frequently by commercial fisherman or for recreational use by residents of USAKA/RTS. No significant impacts to land use are expected.

*Noise:* Noise produced during site preparation activities would be minor and short-term, resulting in little to no effect on construction workers or launch personnel. To minimize noise level impacts, all personnel or contractors involved in construction activities would wear hearing protection in areas where noise levels would exceed limits set by the Occupational Safety and Health Administration.

No sensitive noise receptors are in the vicinity of Omelek. The island has been developed solely as a launch support facility with no permanent inhabitants, and there are no inhabited islands within 21 kilometers (13 miles) of the site; therefore, no significant noise impacts from launch activities are expected.

*Socioeconomics:* Approximately 30 people would be involved in both Falcon 1 and Falcon 9 launch activities. Up to 8 of the 30 SpaceX personnel would live temporarily on Omelek in the SpaceX office facility, as necessary. The remaining transient personnel would reside on Kwajalein and would commute daily between the two islands. No additional facilities would be required to house personnel.

Launch procedures on Omelek could continue to employ a small number of Marshallese from Ebeye and possibly from Majuro in support of ground and facility maintenance. The personal income of the three to seven Marshallese employed to support the launches from Omelek may increase. There would be no impact on the permanent population size, employment characteristics, and the type of housing available on Ebeye and Majuro. No significant impacts to socioeconomics are expected.

*Water Resources:* Construction of the new Falcon 9 launch pad and the Payload Processing Facility would be confined within the immediate construction area in compliance with the UES and would thus not impact water resources. Proposed construction activities would be performed in accordance with the USAKA Stormwater Pollution Prevention Plan to minimize potential erosion and stormwater runoff. Impacts to the waters surrounding Omelek due to stormwater runoff would be in compliance with the UES nonpoint source requirements and the USAKA Stormwater Pollution Prevention Plan. Best Management

Practices would be used to limit turbidity during installation of new pilings and the proposed concrete barge dock.

There is the potential for carbonic acid (a mild acid similar to that in a carbonated beverage) to be produced during launch from the reaction of carbon dioxide in the exhaust plume and water. This carbonic acid would be expected to rapidly evaporate and would have a similar pH to that of rainwater; therefore, no impacts to water resources would be expected to occur from launch emissions.

There is the potential for an accidental propellant spill or premature flight termination to result in released propellant contaminating water resources. This risk, however, would be minimized through compliance with the Hazardous Materials Contingency Plan and Hazardous Waste Management Plan prepared by SpaceX and the Kwajalein Environmental Management Plan. No significant impacts to water resources are expected.

*Cumulative Impacts:* The proposed action would not occur at the same time as other programs such as Ground-Based Midcourse Defense or Minuteman III planned for the region. The increased size and use of the power station may not comply with the allowable UES incremental degradation standards. Operational options, including a wind-based generator or limiting fuel consumption, are available that would achieve compliance with ambient air quality and incremental degradation standards. With the implementation of such options, it is not likely that the proposed action at Omelek would result in significant cumulative impacts to the regional air quality.

Launches are short-term, discrete events, thus allowing time between launches for emission products to be dispersed and minimizing the potential for impacts to airspace users, biological resources, and public health and safety. Using the required scheduling process for international airspace would minimize the potential for cumulative impacts to the airspace above the open ocean. The loss of approximately 12 percent of the vegetation on Omelek would contribute cumulatively to the reduction of wildlife habitat in the area. No significant cumulative impacts to terrestrial or marine biological resources have been identified as a result of prior launch-related activities in the region. Avoidance would minimize the potential for cumulative cultural resources impacts. Preparation of the launch site and adherence to established hazardous waste and spill prevention procedures and regulations would

minimize the potential for cumulative impacts to geology or soils.

Adherence to the hazardous materials and waste management systems of USAKA/RTS and SpaceX would preclude the potential accumulation of hazardous materials or waste. Adherence to the high safety standards at USAKA/RTS would serve to keep any cumulative safety impacts attributable to all USAKA/RTS operations within acceptable standards to both workers and the public. The additional demand on transportation, electrical, wastewater, solid waste, and water systems to support the small number of project-related personnel would be accomplished by the proposed infrastructure upgrades or be within the current capacity of USAKA/RTS. The sound level generated by each Falcon launch would be a short, discrete event and no cumulative noise impacts are anticipated. Adherence to established hazardous waste and spill prevention procedures and regulations would minimize the potential for cumulative impacts to water resources.

*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 NEPA and other applicable environmental requirements and 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 Environmental Impact Statement for the proposed action is not required.

Date Issued: January 10, 2008, Washington, DC.

**Patricia Grace Smith,**

*Associate Administrator for Commercial Space Transportation.*

[FR Doc. E8-1068 Filed 1-22-08; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Change in Use of Aeronautical Property at Louisville International Airport, Louisville, KY

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

**ACTION:** Request for public comment.

**SUMMARY:** The FAA is requesting public comment on the request by the Louisville Regional Airport Authority to change a portion of airport property from aeronautical to non-aeronautical use at the Louisville International Airport, Louisville, Kentucky. The request consists approximately of 1.045 acres of formal release, and 0.145 acres for permanent easement. This action is taken under the provisions of section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

**DATES:** Comments must be received on or before February 22, 2008.

**ADDRESSES:** Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, TN 38118.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Charles T. Miller, Executive Director, Louisville Regional Airport Authority, P.O. Box 9129, Louisville, KY 40209-0129.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tommy L. Dupree, Program Manager, Federal Aviation Administration, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, TN 38118, (901) 322-8185. The application may be reviewed in person at this same location, by appointment.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the request to release approximately 1.045 acres and grant a permanent easement of 0.145 acres at the Louisville International Airport, Louisville, KY. Under the provisions of AIR 21 (49 U.S.C. 47107(h)(2)).

On January 14, 2008, the FAA determined that the request to release property at the Louisville International Airport submitted by the airport owner meets the procedural requirements of the Federal Aviation Administration. The FAA may approve the request, in whole or in part, no later than February 22, 2008.

The following is a brief overview of the request:

The Louisville Regional Airport Authority, owner of the Louisville International Airport, is proposing to formally release approximately 1.045 acres and grant permanent easement of approximately 0.145 acres of airport property so that property can be converted to use for industrial development.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon appointment and request, inspect the request, notice and other documents germane to the request in person at the Louisville Regional Airport Authority, P.O. Box 9129, Louisville, KY 40209-0129.

Dated: Issued in Memphis, TN, on January 14, 2008.

**Phillip J. Braden,**

*Manager, Memphis Airports District Office, Southern Region.*

[FR Doc. 08-233 Filed 1-22-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Sixth Meeting, Special Committee 211, Nickel-Cadmium, Lead Acid and Rechargeable Lithium Batteries

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

**ACTION:** Notice of RTCA Special Committee 211, Nickel-Cadmium, Lead Acid and Rechargeable Lithium Batteries.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 211, Nickel-Cadmium, Lead Acid and Rechargeable Lithium Batteries.

**DATES:** The meeting will be held February 5, 2008, from 9 a.m.-5 p.m.

**ADDRESSES:** The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036, Colson Board Room.

**FOR FURTHER INFORMATION CONTACT:** 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> for directions.

**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 211 meeting. The agenda will include:

- February 5:
  - Opening Plenary Session (Welcome, Introductions, and Administrative Remarks, Agenda Overview).
  - Review/Approval of the Fifth Meeting Summary, RTCA Paper No. 221-07/SC211-014.
  - Final Review/Approval of a new document—(*Minimum Operational*

*Performance Standards for Rechargeable Lithium Battery Systems*), RTCA Paper No. 297-07/SC211-015.

- Discuss steps necessary to incorporate NiMh technology to D0-293 as requested by the FAA.

- Closing Plenary Session (Other Business, Establish Agenda, Date and Place of Next Meeting, Adjourn).

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.

Issued in Washington, DC, on January 4, 2008.

**Francisco Estrada C.,**

*RTCA Advisory Committee.*

[FR Doc. 08-230 Filed 1-22-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Third Meeting: RTCA Special Committee 214/Standards for Air Traffic Data Communication Services

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

**ACTION:** Notice of RTCA Special Committee 214, Standards for Air Traffic Data Communication Services.

**SUMMARY:** The FAA is issuing this notice to advise the public of the third meeting of RTCA Special Committee 214, Standards for Air Traffic Data Communication Services.

**DATES:** The meeting will be held February 11-15, 2008, from 9 a.m.-5 p.m.

**ADDRESSES:** The meeting will be held at General Dynamics Decision Systems, Scottsdale, AZ.

**FOR FURTHER INFORMATION CONTACT:** 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> for directions. (2) Hosted by Matt Johnson (480) 441-0122 (E) [Matthew.Johnson@gdc4s.com](mailto:Matthew.Johnson@gdc4s.com).

**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 214 meeting. The agenda will include: