

analyzing environmental impacts in the Draft EA, the FAA developed a conservative set of assumptions regarding the possible number of launches and reentries that could be conducted under any one experimental permit and/or launch license for the SpaceShipTwo at the Mojave Air and Space Port. The FAA has assumed a maximum of up to 30 total launches and reentries per year of SpaceShipTwo for a total of up to 150 launches and reentries of SpaceShipTwo between 2012 and 2016. This estimation is a conservative number and considers potential multiple launches per day and potential launch aborts.

The only alternative to the Proposed Action analyzed in the Draft EA is the No Action Alternative. Under the No Action Alternative, the FAA would not issue experimental permits and/or launch licenses for the operation of SpaceShipTwo and WhiteKnightTwo from the Mojave Air and Space Port. Existing operations at Mojave Air and Space Port would continue.

The resource areas considered in the Draft EA include air quality; biological resources (including fish, wildlife, and plants); historical, architectural, archaeological, and cultural resources; hazardous materials, pollution prevention, and solid waste; health and safety; land use (including Department of Transportation Section 4(f) properties); light emissions and visual resources; noise and compatible land use; socioeconomic resources, environmental justice, and children's environmental health and safety; and cumulative impacts.

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel Czelusniak, Environmental Program Lead, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW., Room 325, Washington, DC 20591; telephone (202) 267-5924; email: [Daniel.Czelusniak@faa.gov](mailto:Daniel.Czelusniak@faa.gov).

Issued in Washington, DC, on March 7, 2012.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Meeting With Interested Persons To Discuss the Proposed Federal Aviation Administration (FAA) Draft Technical Standard Order (TSO)—C199 Establishing the Minimum Performance Standard (MPS) for Low Powered Surveillance Equipment (LPSE)

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

**ACTION:** Notice of public meetings.

**SUMMARY:** The Federal Aviation Administration (FAA) will be holding a public meeting to discuss issuing a new Technical Standard Order (TSO). This TSO will define a minimum performance standard (MPS) for avionics surveillance equipment, for aircraft that are currently exempt from using ATC transponder and altitude reporting equipment or automatic dependent surveillance-broadcast (ADS-B Out) equipment as defined in Title 14 of the Code of Federal Regulations (14 CFR) §§ 91.215 and 91.225.

*Meeting Dates and Location:*

**DATES:** This meeting will be held on April 4–5, in Washington, DC.

**ADDRESSES:** FAA Headquarters, 800 Independence Ave. SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** To obtain additional details and to register for this meeting, please contact: Mr. John Fisher, AIR-130, Federal Aviation Administration, Aircraft Certification Service, Avionics Systems Branch, 470 L'Enfant Plaza SW., Fourth floor, Washington, DC 20591, Telephone (202) 385-4948, FAX: (202) 385-4651, Email: [john.d.fisher@faa.gov](mailto:john.d.fisher@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

Currently, certain types of aircraft, such as gliders, balloons, and aircraft not originally certified with an electrical system, as defined in §§ 91.215(b)(3), 91.215(b)(5), 91.225(e)(1), and 91.225(e)(2), are not required to carry a transponder or ADS-B Out equipment when flying in the National Airspace System (NAS). Available data shows that where glider flight operations coincide with powered aircraft flight operations, the likelihood of a mishap is greatest. To mitigate this risk, the FAA proposes a new, low powered surveillance system (LPSE) that will interface with aircraft equipped with current collision avoidance systems, such as Traffic Avoidance System (TAS), Traffic Alert and Collision

Avoidance System I and II (TCAS I) (TCAS II), and those aircraft equipped with ADS-B In and display capability. The FAA intends to hold a public meeting to facilitate a technical interchange with equipment manufacturers, potential users, and interested parties, to discuss technical LPSE design considerations. The FAA envisions a new TSO-C199, Low Powered Surveillance Equipment (LPSE) that will provide an effective way for gliders, balloons, and aircraft not originally certified with an electrical system to interface with current collision avoidance systems.

Issued in Washington, DC, on March 7, 2012.

**Susan J.M. Cabler,**

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-use Assurance; Seymour (Freeman) Municipal Airport, Seymour, IN

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

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use at the Seymour (Freeman) Field Municipal Airport in Seymour, Indiana. The proposal consists of 871 acres located outside of the fenced in portion of airport property. This land is currently being farmed. The entire 871 acres is part of Quitclaim Deed from the United States Department of Defense in 1941. It is the intent of the Seymour Airport Authority, as owner and operator of Seymour (Freeman) Municipal Airport (SER) to lease or sell the entire 871 acres as an industrial park. This notice announces that the FAA is considering the release of the subject airport property at Seymour (Freeman) Municipal Airport, from all federal land covenants. Approval does not constitute a commitment by the FAA to financially assist in disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA.