

FOR FURTHER INFORMATION CONTACT for the complete address.

Issued in Washington, DC, on May 17, 2004.

Susan J.M. Cabler,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Order 8110.ICA, Instructions for Continued Airworthiness, Responsibilities, Requirements, and Content.

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of availability and request for public comments.

SUMMARY: This notice announces the availability of and requests comments on proposed Order 8110.ICA. This proposed Order provides guidance on the responsibilities, requirements, and contents for Instructions for Continued Airworthiness (ICA) per the requirements of Title 14 of the Code of Federal Regulations (14 CFR) § 21.50. This notice is necessary to give all interested persons an opportunity to present their views on the proposed policy.

DATES: Comments must be received on or before June 21, 2004.

ADDRESSES: Send all comments on the proposed policy to: Michael Reinert, Delegation and Airworthiness Programs Branch, P.O. Box 26460, Oklahoma City, OK 73125. Comments may be faxed to (405) 954-4104 or emailed to: mike.reinert@faa.gov.

FOR FURTHER INFORMATION CONTACT:

Michael Reinert, Aircraft Engineering Division, Airworthiness Programs Branch (AIR-140), P.O. Box 26460, Oklahoma City, OK 73125. Telephone: (405) 954-4815, or FAX: (405) 954-4104.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the proposed Order by submitting such written data, views, or arguments to the address or FAX number listed above. You comments should identify "Order 8110.ICA." The Associated Administrator for Regulation and Certification will consider all communications received on or before the closing date before issuing the final Order.

Background

This proposed Order explains to the Aircraft/Engine Certification Office (ACO/ECO) and Aircraft Evaluation Group (AEG) personnel their responsibilities and methods on how to review and accept Instructions for Continued Airworthiness (ICA). The contents of this order supplements the regulatory requirements contained in 14 CFR 21.50(b), 23.1529 Appendix G, 25.1529 Appendix H, 27.1529 Appendix A, 29.1529 Appendix A, 31.82 Appendix A, 33.4 Appendix A, and 35.4 Appendix A. The guidance contained in this proposed Order will cancel the following documents in their entirety:

- Order 8110.50, Submitting Instructions for Continued Airworthiness for Type Certificates, Amended Type Certificates and Supplemental Type Certificates, dated October 20, 2003.
- Office of Airworthiness Policy Memorandum, Interpretation of FAR 21.50B, dated August 3, 1982.
- Office of Airworthiness Policy Memorandum, Interpretation of FAR 21.50B, dated August 8, 1983.

How To Obtain Copies

You may get a copy of the proposed Order from the Internet at: http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgDAC.nsf/MainFrame?OpenFrameSet. You may also request a copy from Michael Reinert. See the section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: City of Coronado, San Diego County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project in the City of Coronado, San Diego County, California.

FOR FURTHER INFORMATION CONTACT: César Pérez, Team Leader (South), Federal Highway Administration, 650

Capitol Mall, Suite 4-100, Sacramento, California, 95814-4708, telephone: (916) 498-5065.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an Environmental Impact Statement (EIS) for transportation improvements in the State Route (SR) 75/SR 282 corridor within the City of Coronado, California. The FHWA has determined that the proposed project would have a significant impact on the quality of the human environment. The project entails transportation improvements to approximately a 1.6 kilometer (1.0 mile) corridor that includes SR 75 and SR 282 between the San Diego-Coronado Bridge and the Naval Air Station North Island (NASNI). This corridor serves not only Coronado residents and visitors, but also serves the largest combined military airport and aircraft carrier berthing facility on the west coast of the United States.

The project is proposed to address current traffic conditions within the SR 75/SR 282 transportation corridor. These traffic conditions include: severe congestion between 5-8 a.m. and between 3-6 p.m.; and segments that operate at or below Level of Service¹ (LOS) E or F.

A Major Investment Study (MIS) for the project was completed in 2003. The MIS evaluated a full range of reasonable capital alternatives to improve mobility and access, and reduce congestion, delay and traffic intrusion into residential neighborhoods while effectively addressing associated operation, safety, environmental and financing issues. Four feasible corridor alternatives have been selected for detailed evaluation in the EIS: Third Street/Fourth Street couplet with grade separations at Orange Avenue; two-lane reversible bored traffic tunnel (single bore); two-lane reversible cut-and-cover traffic tunnel; and twin single-lane reversible bored traffic tunnels.

Comments are being solicited from appropriate federal, state and local agencies and from private organizations and citizens who have previously expressed, or are known to have, an interest in this proposal. Further

¹ The ability of a highway to accommodate traffic is typically measured in terms of level of service (LOS), based on the ratio of traffic volume to the design capacity of the facility. Roadway capacity is generally measured as the number of vehicles that can reasonably pass over a given section of roadway in a given period of time. Traffic low, classified by LOS, ranges from LOS A to LOS F. LOS A is defined as free-flow traffic, with no delays, and LOS F is defined as forced-flow, with substantial delays. LOS E and F are generally defined as unacceptable levels of service.