FOR FURTHER INFORMATION CONTACT: Elisha Novak, Airport Planner, San Francisco Airports District Office, Federal Aviation Administration, 831 Mitten Road, Room 210, Burlingame, California 94010, Telephone: 650–876–2928. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed Noise Compatibility Program for the Reno/Tahoe International Airport, which will be approved or disapproved on or before April 5, 2004. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulation part 150, promulgated pursuant to title I of the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing non-compatible uses and for the prevention of the introduction of additional non-compatible uses.

The FAA has formally received the Noise Compatibility Program for the Reno/Tahoe International Airport, effective on October 10, 2003. It is requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a Noise Compatibility Program under section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before April 5, 2004.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures reduce the level of aviation safety, create an undue burden on intestate or foreign commerce, or are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the Noise Exposure Maps, the FAA's evaluation of the maps, and the proposed Noise Compatibility Program are available for examination at the following locations:

Federal Aviation Administration, National Headquarters, Community Environmental Needs Division, 800 Independence Avenue, SW., Room 621, Washington, DC 20591.

Federal Aviation Administration, Western-Pacific Region, 15000 Aviation Boulevard, Room 3012, Hawthorne, California 90261.

Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, California 94010.

County of Washoe, Airport Authority, 2001 East Plumb lane, Reno, Nevada 89502.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT.**

Issued in Hawthorne, California, on October 10, 2003.

Ellsworth L. Chan,

Acting Manager, Airports Division, Western-Pacific Region, AWP–600.

[FR Doc. 03–27027 Filed 10–24–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation; Suborbital Rocket Launch

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments; correction.

SUMMARY: This document contains two corrections to a notice and request for comments that was published in the **Federal Register** on Monday, October 20, 2003 (68 FR 5997). **Federal Register** Document 03–26373, published October 20, 2003 (68 FR 59977), clarifies the applicability of FAA licensing requirements to suborbital rocket launches, in general, and suborbital RLVs, in particular, so that a vehicle operator can determine, in advance of consultation with the FAA, whether it must obtain a launch license. This correction revises a paragraph addressing a suborbital trajectory. This action also corrects footnote 2, by adding the full FAA Docket number.

Accordingly, pursuant to the authority delegated to me, Commercial Space Transportation; Suborbital Rocket Launch, as published in the **Federal Register** on Monday, October 20, 2003 (68 FR 59977), (FR Doc. 03–26373) is corrected as follows:

1. On page 59979, Column 3, the third full paragraph beginning, ''The FAA rulemaking regarding RLV * * *'' is corrected to read as follows:

The FAA rulemaking regarding RLV missions, concluded in 2000, addressed ''suborbital trajectory'' in the context of RLVs. The FAA regards a suborbital trajectory as the intentional flight path of a launch vehicle, reentry vehicle, or any portion thereof, whose vacuum instantaneous impact point (IIP) does not leave the surface of the Earth. The IIP of a launch vehicle is the projected impact point on Earth where the vehicle would land if its engines stop or where vehicle debris, in the event of failure and break-up, would land. The notion of a ''vacuum'' IIP reflects the absence of atmospheric effects in performing the IIP calculation. If the vacuum IIP never leaves the Earth's surface, the vehicle would not achieve Earth orbit and would therefore be on a suborbital trajectory.

2. On page 59980, column 2, footnote 2, Docket No. FAA–2000, is corrected to read Docket No. FAA–2000–7953.

Issued in Washington, DC, on October 22, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulation.

[FR Doc. 03–27023 Filed 10–22–03; 1:42 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket No. FRA–2003–15957

Applicant: CSX Transportation, Incorporated, Mr. Richard M. Kadlick, Chief Engineer, Train Control,4901 Belfort Road, Suite 130 (S/C J–350),Jacksonville, Florida 32256.

CSX Transportation, Incorporated (CSXT) seeks approval of the proposed discontinuance and removal of the