

For information regarding proper filing procedures for comments, *See* 47 CFR 1.415 and 1.420.

#### List of Subjects in 47 CFR Part 73

Radio, Radio broadcasting.

For the reasons discussed in the preamble, the Federal Communications Commission proposes to amend 47 CFR Part 73 as follows:

#### PART 73—RADIO BROADCAST SERVICES

1. The authority citation for Part 73 continues to read as follows:

**Authority:** 47 U.S.C. 154, 303, 334, and 336.

#### § 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Arizona, is amended by adding Meadview, Channel 300C.

Federal Communications Commission.

**John A. Karousos,**

*Assistant Chief, Audio Division, Media Bureau.*

[FR Doc. 04–3966 Filed 2–23–04; 8:45 am]

**BILLING CODE 6712–01–P**

#### FEDERAL COMMUNICATIONS COMMISSION

#### 47 CFR Part 73

[DA 04–230; MB Docket No. 04–19; RM–10845]

#### Radio Broadcasting Services; Munford and Talladega, AL

**AGENCY:** Federal Communications Commission.

**ACTION:** Proposed rule.

**SUMMARY:** This document requests comments on a petition for rule making filed by Jacobs Broadcast Group, Inc., licensee of Station WTDR–FM, Channel 224A, Talladega, Alabama. The petition proposes to reallocate WTDR–FM from Talladega to Munford, Alabama, and to provide Munford with its first local aural transmission service. The coordinates for requested Channel 224A at Munford, Alabama, are 33–29–12 NL and 85–59–15 WL, with a site restriction of 5.9 kilometers (3.6 miles) southwest of Munford.

Petitioner's reallocation proposal complies with the provisions of Section 1.420(i) of the Commission's Rules, and therefore, the Commission will not accept competing expressions of interest in the use of Channel 224A at Munford, Alabama, or require the petitioner to demonstrate the availability of an additional equivalent class channel.

**DATES:** Comments must be filed on or before March 29, 2004, and reply comments on or before April 13, 2004.

**ADDRESSES:** Secretary, Federal Communications Commission, 445 12th Street, SW., Room TW–A325, Washington, DC 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner's counsel, as follows: Gary S. Tepper, Esq., Booth, Freret, Imlay & Tepper, P.C.; 7900 Wisconsin Ave., Suite 304; Bethesda, Maryland 20814–3628.

**FOR FURTHER INFORMATION CONTACT:** R. Barthen Gorman, Media Bureau, (202) 418–2180.

**SUPPLEMENTARY INFORMATION:** This is a synopsis of the Commission's Notice of Proposed Rule Making, MB Docket No. 04–19, adopted February 4, 2004, and released February 6, 2004. The full text of this Commission decision is available for inspection and copying during regular business hours in the FCC's Reference Information Center at Portals II, 445 12th Street, SW., CY–A257, Washington, DC, 20554. This document may also be purchased from the Commission's duplicating contractors, Qualex International, Portals II, 445 12th Street, SW., Room CY–B402, Washington, DC, 20554, telephone 202–863–2893, facsimile 202–863–2898, or via e-mail [qualexint@aol.com](mailto:qualexint@aol.com).

The provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. *See* 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, *See* 47 CFR 1.415 and 1.420.

#### List of Subjects in 47 CFR Part 73

Radio, Radio broadcasting.

For the reasons discussed in the preamble, the Federal Communications Commission proposes to amend 47 CFR Part 73 as follows:

#### PART 73—RADIO BROADCAST SERVICES

1. The authority citation for Part 73 continues to read as follows:

**Authority:** 47 U.S.C. 154, 303, 334, and 336.

#### § 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Alabama, is amended by adding Munford, Channel 224A and by removing Talladega, Channel 224A.

Federal Communications Commission.

**John A. Karousos,**

*Assistant Chief, Audio Division, Media Bureau.*

[FR Doc. 04–3969 Filed 2–23–04; 8:45 am]

**BILLING CODE 6712–01–P**

#### DEPARTMENT OF HOMELAND SECURITY

#### Transportation Security Administration

#### 49 CFR Part 1546

[Docket No. TSA–2004–17131]

RIN 1652–AA38

#### Aircraft Repair Station Security

**AGENCY:** Transportation Security Administration (TSA), DHS.

**ACTION:** Notice of public meeting and request for comments.

**SUMMARY:** TSA prescribes and enforces transportation security regulations, including rules relating to domestic and certain foreign aviation operations. Recent legislation directs TSA to issue a new regulation concerning security at foreign and domestic aircraft repair stations. In order to develop an effective and comprehensive regulation, TSA believes it is important to hear from the stakeholders and other interested parties early in the rulemaking process to determine what the current conditions are and how security issues can be addressed quickly. Therefore, TSA is scheduling a public meeting to discuss the new requirement with air carriers, airports, repair facility operators and other stakeholders, and invites comments from the participants. The public meeting will be held on February 27, 2004, at 1 p.m.

**DATES:** The public meeting will be on February 27, 2004, in Arlington, VA. The meeting will begin at 1 p.m. Persons not able to attend a meeting are invited to provide written comments, which must be received by March 29, 2004.

**ADDRESSES:** The public meeting will be held at the Drug Enforcement Agency, 700 Army Navy Drive, 1st Floor Auditorium, Arlington, Virginia 22202.

Persons unable to attend the meeting may submit comments, identified by the TSA docket number to this rulemaking, using any one of the following methods:

*Comments Filed Electronically:* You may submit comments through the

docket Web site at <http://dms.dot.gov>. Please be aware that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the applicable Privacy Act Statement published in the **Federal Register** on April 11, 2000 (65 FR 19477), or you may visit <http://dms.dot.gov>.

You also may submit comments through the Federal eRulemaking portal at <http://www.regulations.gov>.

*Comments Submitted by Mail, Fax, or In Person:* Address or deliver your written, signed comments to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001; fax: 202-493-2251.

*Reviewing Comments in the Docket:* You may review the public docket containing comments in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office is located on the plaza level of the NASSIF Building at the Department of Transportation address above. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

See **SUPPLEMENTARY INFORMATION** for format and other information about comment submissions.

**FOR FURTHER INFORMATION CONTACT:** Roger Shoemaker, Office of Transportation Security Policy, Transportation Security Administration Headquarters, East Building, Floor 7, TSA-9, 601 South 12th Street, Arlington, VA 22202; telephone: (571) 227-3662; fax: (571) 227-2594; e-mail: [Roger.Shoemaker@dhs.gov](mailto:Roger.Shoemaker@dhs.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

TSA invites interested persons to participate in the public meeting or by submitting written comments, data, or views. We invite comments relating to any aspect of aircraft repair station security and operation. The areas in which TSA seeks information and comment from the industry at the public meeting are listed below in the "Specific Issues for Discussion" section. See **ADDRESSES** above for information on where to submit comments.

With each comment, please include your name and address, identify the docket number at the beginning of your comments, and give the reason for each comment. The most helpful comments reference a specific topic, explain the reason for any recommendation, and

include supporting data. You may submit comments and material electronically, in person, by mail, or fax as provided under **ADDRESSES**, but please submit your comments and material by only one means. If you submit comments by mail or delivery, submit them in two copies, in an unbound format, no larger than 8.5 by 11 inches, suitable for copying and electronic filing.

If you want the TSA to acknowledge receipt of your comments, include with your comments a self-addressed, stamped postcard on which the docket number appears. We will stamp the date on the postcard and mail it to you.

Except for comments containing confidential information and SSI, we will file in the public docket all comments we receive, as well as a report summarizing each substantive public contact with TSA personnel concerning this rulemaking. The docket is available for public inspection before and after the comment closing date.

We will consider all comments we receive on or before the closing date for comments. We will consider comments filed late to the extent practicable.

#### **Availability of Rulemaking Document**

You can get an electronic copy using the Internet by—

(1) Searching the Department of Transportation's electronic Docket Management System (DMS) Web page (<http://dms.dot.gov/search>);

(2) Accessing the Government Printing Office's Web page at [http://www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html); or

(3) Visiting the TSA's Law and Policy Web page at <http://www.tsa.dot.gov/public/index.jsp>.

In addition, copies are available by writing or calling the individual in the **FOR FURTHER INFORMATION CONTACT** section. Make sure to identify the docket number of this rulemaking.

#### **Background**

The terrorist attacks of September 11, 2001, resulted in catastrophic human casualties and property damage. In response to those attacks, Congress passed the Aviation and Transportation Security Act (ATSA), which established the Transportation Security Administration (TSA).<sup>1</sup> TSA was created as an agency within the Department of Transportation (DOT), operating under the direction of the Under Secretary of Transportation for Security. As of March 1, 2003, TSA became an agency of the Department of

Homeland Security (DHS), and the Under Secretary is now the Administrator

As part of its aviation security mission, TSA prescribes and enforces aviation security regulations for domestic aircraft operators (49 CFR part 1544), domestic airport operators (49 CFR part 1542), foreign air carriers that operate to, from, within, and overfly the United States (49 CFR part 1546), indirect air carriers (49 CFR part 1548), and general operating and flight rules (49 CFR part 1550).

On December 12, 2003, the President signed into law the Vision 100—Century of Aviation Reauthorization Act.<sup>2</sup> Section 611 of the Act requires TSA to "issue final regulations to ensure the security of foreign and domestic aircraft repair stations" within 240 days, that is by August 8, 2004. There are approximately 650 foreign repair stations that are certified by the Federal Aviation Administration (FAA) to repair aircraft that enter U.S. airspace, and approximately 4500 domestic repair facilities. These repair stations vary greatly in size, type of repair completed, workforce, and location (such as proximity to an airport). There are small shops in industrial parks that may repair aircraft radios, and there are large stations that complete major aircraft overhauls. Because the station characteristics vary so greatly, TSA believes the corresponding security threat and existing security measures also vary widely.

TSA will prepare a notice of proposed rulemaking after the public meeting, provide an opportunity for public comment, and then issue a final rule. The information presented at the public meeting should greatly assist TSA in developing proposed standards for security systems at foreign and domestic repair stations. Therefore, TSA looks forward to meeting with the key stakeholders on this topic and exchanging information.

#### **Specific Issues for Discussion**

There are several areas in which TSA seeks information and comment from the industry at the public meeting, which are listed below. These key issues are intended to help focus public comments on subjects that TSA must explore in order to complete its review of the security of aircraft repair stations. The comments at the meeting need not be limited to these issues, and TSA invites comments on any other aspect of aircraft repair station security and operation.

<sup>1</sup> 1 Pub. L. 107-71, November 19, 2001, 115 Stat. 597.

<sup>2</sup> 2 Pub. L. 108-176, December 12, 2003, 117 Stat. 2490.

(1) What security measures are currently in place at foreign and domestic aircraft repair stations? Do you use access control, perimeter security, or identification media? What kind of employee background checks, if any, are conducted on employees prior to hiring, or periodically?

(2) What security vulnerabilities do you believe currently exist at foreign and domestic repair stations?

(3) What minimum standards should be in place to prevent unauthorized access, tampering, and other security breaches at foreign and domestic aircraft repair stations?

(4) What does your current security system cost?

(5) Should TSA regulations be tailored to the type of rating the repair station holds, number of employees, proximity to an airport, number of repairs completed, or other characteristics? If so, please explain how that could be accomplished.

(6) Should aircraft operators play a role in ensuring that repair facilities maintain a secure workplace? If so, what should aircraft operators do to enhance repair station security?

(7) Have you experienced security breaches at your facility? If so, what measures were instituted to prevent recurrence?

#### Participation at the Meeting

Anyone wishing to present an oral statement at the meeting should provide a written request to TSA no later than February 20, 2004. Such requests should be submitted to Roger Shoemaker, as listed previously in the **FOR FURTHER INFORMATION CONTACT** section. In addition, anyone who wishes to present a statement at the public meeting should submit a written version of the oral remarks and supporting documentation for any of the conclusions reached. Speakers should plan to talk for no more than 10 minutes. TSA will prepare an agenda of speakers that will be available at the meeting. The names of those individuals whose requests to present oral statements are received after the date specified above may not appear on the written agenda. To accommodate as many speakers as possible, the amount of time allocated to each speaker may be less than the amount of time requested.

#### Public Meeting Procedures

TSA will use the following procedures to facilitate the meeting:

(1) There will be no admission fee or other charge to attend or to participate in the meeting. The meeting will be open to all persons who are scheduled to present statements or who register between 12:30 and 1 on the day of the

meeting. TSA will make every effort to accommodate all persons who wish to participate, but admission will be subject to availability of space in the meeting room. The meeting may adjourn early if scheduled speakers complete their statements in less time than is scheduled for the meeting.

(2) An individual, whether speaking in a personal or a representative capacity on behalf of an organization, may be limited to a 10-minute statement. If possible, we will notify the speaker if additional time is available.

(3) TSA will try to accommodate all speakers. If the available time does not permit this, speakers generally will be scheduled on a first-come, first-served basis. However, TSA reserves the right to exclude some speakers if necessary to present a balance of viewpoints and issues.

(4) Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

(5) Representatives of TSA will preside over the meeting. A panel of TSA personnel involved in this issue will be present.

(6) The meeting will be recorded by a court reporter. A transcript of the meeting and any material accepted by TSA during the meeting will be included in the public docket. Any person who is interested in purchasing a copy of the transcript should contact the court reporter directly.

(7) TSA will review and consider all material presented by participants at the meeting. Position papers or material presenting views or arguments related to the security of foreign and domestic aircraft repair stations may be accepted at the discretion of the presiding officer and subsequently placed in the public docket. TSA asks that persons participating in the meeting provide six copies of all materials to be presented for distribution to the TSA representatives; other copies may be provided to the audience at the discretion of the participant.

(8) Statements made by TSA representatives are intended to facilitate discussion of the issues or to clarify issues. Any statement made during the meeting by a TSA representative is not intended to be, and should not be construed as, a position of TSA.

(9) The meeting is designed to solicit public views and gather additional information on the security of aircraft repair stations. Therefore, the meeting will be conducted in an informal, non-adversarial manner. No individual will be subject to cross-examination by any other participant; however, TSA

representatives may ask questions to clarify a statement and to ensure a complete and accurate record.

Issued in Arlington, Virginia, on February 18, 2004.

**Thomas R. Blank,**

*Assistant Administrator for Transportation Security Policy.*

[FR Doc. 04-4051 Filed 2-20-04; 10:52 am]

**BILLING CODE 4910-62-P**

---

## DEPARTMENT OF THE INTERIOR

### Fish and Wildlife Service

#### 50 CFR Part 17

**RIN 1018-AJ26**

#### Endangered and Threatened Wildlife and Plants; Extension of Amended Special Regulations for the Preble's Meadow Jumping Mouse

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Proposed rule.

---

**SUMMARY:** On May 22, 2001, the Fish and Wildlife Service (Service) adopted special regulations governing take of the threatened Preble's meadow jumping mouse (*Zapus hudsonius preblei*). The special regulations provide exemption from take provisions under section 9 of the Endangered Species Act for certain activities related to rodent control, ongoing agricultural activities, landscape maintenance, and existing uses of water. On October 1, 2002, the Service amended those regulations to provide exemptions for certain activities related to noxious weed control and ongoing ditch maintenance activities. This action proposes to extend the special regulations permanently.

**DATES:** Comments must be received on or before March 25, 2004, to receive consideration. Public hearing requests must be received by March 10, 2004.

**ADDRESSES:** The complete file for this rule is available for public inspection, by appointment, during normal business hours at the Fish and Wildlife Service's Colorado Field Office, Ecological Services, Suite 361, Lakewood, CO 80215. Comments and public hearing requests should be submitted to the same address.

**FOR FURTHER INFORMATION CONTACT:** In Colorado, contact Susan Linner, Field Supervisor, at the above address, or telephone (303) 275-2370. In Wyoming, contact Brian Kelly, Field Supervisor, Cheyenne, WY, at telephone (307) 772-2374.

**SUPPLEMENTARY INFORMATION:**