

Department of Defense X-32 Common Affordable Lightweight Fighter (CALF) Program in 1995 and 1996; and (3) address specifically a possible requirement for future testing in support of the NASA High Speed Research (HSR) Program.

Better performance and decreased operational costs are necessary for critical components of future generations of high performance military and civil aircraft development programs. The overall purpose of the Testing Program is to support these development programs. The Testing Program is proposed to occur in the 40- by 80-Foot Wind Tunnel, the 80- by 120-Foot Wind Tunnel, and/or the Outdoor Aerodynamic Research Facility (OARF) of the National Full-Scale Aerodynamics Complex (NFAC) at NASA Ames Research Center, Moffett Field, California.

DATES: Interested parties are invited to submit written comments to NASA on or before February 27, 1995 to ensure full consideration during the scoping process.

ADDRESSES: Comments should be addressed to Jerry Kirk, Special Assistant for Integration, Aeronautical Test and Simulation Division, Code AO, Mail Stop 247-3, NASA Ames Research Center, Moffett Field, CA 94035-1000.

FOR FURTHER INFORMATION CONTACT: Jerry Kirk, 415-604-5045.

SUPPLEMENTARY INFORMATION: Better performance and decreased operational costs are necessary and critical components of future generations of high performance military and civil aircraft development programs. High performance aircraft share common requirements for testing with propulsion systems of very high thrust and increased jet exhaust velocities, which will tend to produce noise levels greater than present airplanes. These include new vertical take-off and landing fighter jets, as well as future generation supersonic civil transports

The key to the successful development of these future generation aircraft is testing of the actual propulsion systems installed in full-scale models. The NFAC at Ames Research Center is the only test facility in the world which has this capability. Successful results from such tests would provide a key capability for ensuring the long term dominance of U.S. aircraft in both the military environment and commercial marketplace. Currently proposed Testing Program activities for the NFAC include the X-32 CALF Program. There is also a reasonable probability that the Testing Program

could include testing to support the High Speed Research (HSR) Program.

It is important to note that the specific tests discussed in the EIS may be representative of future test requirements not specifically identified to date. Therefore, this programmatic EIS will serve as a baseline document for the environmental evaluation of subsequent testing at Ames Research Center. This EIS will address common elements of such testing in a single document and will provide detailed information on each aspect of the Test Program to the extent that such data are available.

The X-32 CALF Program is a part of the Joint Advanced Strike Technology (JAST) program. The JAST team is comprised of members from the Advanced Research Projects Agency (ARPA), the U.S. Air Force, the U.S. Navy, the U.S. Marines, NASA, and the United Kingdom. The goal of the X-32 CALF Program is to develop one aircraft that meets the Department of Defense's multi-service requirements for a next-generation supersonic jet fighter. The High Speed Research (HSR) Program is intended to develop the technology base required to produce an environmentally friendly, economically viable supersonic cruise commercial jet transport. It is anticipated that some of the tests would generate noise levels beyond the Ames Research Center boundaries exceeding those currently produced.

Programmatic and test specific alternatives for this proposed testing include, but are not necessarily limited to: (1) alternative daily time periods for typical testing activities; (2) modifying the testing procedures to reduce the noise levels; (3) testing at a location other than Ames Research Center; and (4) elimination of the proposed Testing Program ("no action").

The EIS will consider the potential environmental impacts associated with this Testing Program. Particular emphasis will be placed on potentially incurred noise impacts associated with the testing. Consideration will be given to the noise impact caused by running the tests at different times (daytime versus evening hours) and for varying lengths of time. NASA also plans to conduct consultation with the U.S. Fish and Wildlife Service regarding potential impacts to any threatened or endangered species in the Stevens Creek corridor adjacent to Ames Research Center.

Public scoping meeting(s) will be held during the public scoping period identified above. The specific meeting time(s) and location(s) will be published in the San Jose Mercury News

and La Oferta Review in a timely manner. The meeting schedule can also be obtained from Jerry Kirk at the address or telephone number provided above.

Written public input and comments on environmental issues or concerns related to the proposed Testing Program, including, but not limited to, program and test-specific alternatives, noise, as well as any other environmental concerns, are hereby solicited.

Dated: January 9, 1995.

Benita A. Cooper,

Associate Administrator for Management Systems and Facilities.

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[Notice (95-002)]

NASA Advisory Council; Task Force on Shuttle-Mir Rendezvous and Docking Missions; Meeting

AGENCY: National Aeronautics and Space Administration.

ACTION: Notice of meeting.

SUMMARY: In accordance with the Federal Advisory Committee Act, Pub. L. 92-463, as amended, the National Aeronautics and Space Administration announces a meeting of the NASA Advisory Council, Task Force on Shuttle-Mir Rendezvous and Docking Missions.

DATE: February 19, 1995, 10 a.m. to 5:30 p.m.

ADDRESS: National Aeronautics and Space Administration, 2 Independence Square, Room 9H40, Washington, DC 20546.

FOR FURTHER INFORMATION CONTACT: Mr. William L. Vantine, Code M, National Aeronautics and Space Administration, Washington, DC 20546, 202/358-1698.

SUPPLEMENTARY INFORMATION: The meeting will be open to the public up to the seating capacity of the room. The agenda for the meeting is as follows:

—Review the upcoming Shuttle-Mir missions from the following perspectives: training, operations, rendezvous and docking.

It is imperative that the meeting be held on this date to accommodate the scheduling priorities of the key participants. Visitors will be requested to sign a visitor's register.

Dated: January 9, 1995.

Timothy M. Sullivan,

Advisory Committee Management Officer.

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