

**SUPPLEMENTARY INFORMATION:** The National Boating Safety Advisory Council (NBSAC) is a Federal advisory committee under 5 U.S.C. App. 2. It advises the Coast Guard regarding regulations and other major boating safety matters. NBSAC members are drawn equally from the following sectors of the boating community: State officials responsible for State boating safety programs; recreational boat and associated equipment manufacturers; and national recreational boating organizations and the general public. Members are appointed by the Secretary of Transportation.

NBSAC normally meets twice each year at a location selected by the Coast Guard. When attending meetings of the Council, members are provided travel expenses and per diem.

We will consider applications for the following seven positions that expire or become vacant in December 2001: two representatives of State officials responsible for State boating safety programs; three representatives of recreational boat and associated equipment manufacturers; and two members of the general public. Applicants are considered for membership on the basis of their particular expertise, knowledge, and experience in recreational boating safety. Each member serves for a term of 3 years. Some members may serve consecutive terms.

In support of the policy of the Department of Transportation on gender and ethnic diversity, we encourage qualified women and members of minority groups to apply.

If you are selected as a member who represents the general public, we will require you to complete a Confidential Financial Disclosure Report (OGE Form 450). We may not release the report or the information in it to the public, except under an order issued by a Federal court or as otherwise provided under the Privacy Act (5 U.S.C. 552a).

Dated: May 25, 2001.

**Kenneth T. Venuto,**

*Rear Admiral, U.S. Coast Guard, Director of Operations Policy.*

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**BILLING CODE 4910-15-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Opportunity for Public Comment on Surplus Property Release at Anderson Regional Airport, Anderson, South Carolina

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

**ACTION:** Notice.

**SUMMARY:** Under the provisions of Title 49, U.S.C. 47153(c), notice is being given that the FAA is considering a request from Anderson County, South Carolina to waive the requirement that seven parcels of surplus property, located at the Anderson Regional Airport, be used for aeronautical purposes. The total land area is approximately 5.3 acres.

**DATES:** Comments must be received on or before July 5, 2001.

**ADDRESSES:** Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, 1701 Columbia Avenue, Campus Building, Suite 2-260, College Park, GA 30337.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Joey Preston, County Administrator of Anderson County, South Carolina at the following address; 101 South Main Street, Anderson, SC 29622.

**FOR FURTHER INFORMATION CONTACT:**

Laura A. Breeding, Program Manager, Atlanta Airports District Office, 1701 Columbia Avenue, Campus Building, Suite 2-260, College Park, GA 30337, (404) 305-7149. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA is reviewing a request by Anderson County to release 5.3 acres of surplus property at the Anderson Regional Airport. Approximately 2.5 acres of the property will be purchased by the South Carolina Department of Transportation and used for the widening of South Carolina Route 24 from a two-lane section to a four-lane section with center left turn lane. The net proceeds from the sale of this property will be used for airport purposes.

Approximately 2.8 acres of land will be released to Anderson County for the completion of their Warner Road Relocation project with an expansion to the northeast. There will be no exchange of funds for this parcel.

Any person may inspect the request in person at the FAA office listed above under "FOR FURTHER INFORMATION

CONTACT." In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at Anderson County Administrator's office.

Issued in Atlanta, Georgia on May 29, 2001.

**Scott L. Seritt,**

*Manager, Atlanta Airports District Office, Southern Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Associate Administrator for Commercial Space Transportation; Availability of a Final Programmatic Environmental Impact Statement (PEIS) for Licensing Launches

**AGENCY:** Federal Aviation Administration (FAA), Associate Administrator for Commercial Space Transportation (AST).

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with requirements of the National Environmental Policy Act of 1969, as Amended, and FAA order 1050.1D—Policies and Procedures for Considering Environmental Impacts, the FAA announces the availability of a Final Programmatic Environmental Impact Statement (PEIS) for Licensing Launches.<sup>1</sup> The Programmatic EIS analyzes the potential environmental impacts of the proposed action of licensing launches, which is also the preferred alternative. Potential impacts of the proposed action and alternatives were analyzed in three major categories, atmospheric impacts, noise impacts and other environmental impacts. The FAA examined the range of potential impacts by considering the environmental characteristics of six different ecosystems representing various existing and potential launch locations throughout the U.S. and abroad.

The PEIS covers licensed launches from both existing government launch facilities and non-federal sites. The PEIS will update and replace the FAA's 1986 Programmatic Environmental

<sup>1</sup> Please note that the term "commercial launch" as used throughout the Draft Programmatic EIS has been removed from the Final Programmatic EIS and replaced with the term "licensed launch". This change was made for clarification purposes and not in response to public comment. The change was made because the FAA licenses some launches that are not strictly commercial in nature. This change does not alter the description of the proposed action or alternatives, nor does it alter the analyses contained in the Programmatic EIS.