

proposed Kistler operations on the NTS. The extent of the impacts on public health and safety on and off the NTS will be addressed in the required FAA Safety Review prior to issuance of a launch and reentry license.

Airspace

At no time does the launch vehicle enter airspace controlled by the FAA for general and commercial aviation. Most proposed Kistler flights stay within NTS or Nevada Test and Training Range airspace; however, certain launch trajectories require flight outside restricted airspace and above FAA controlled airspace. On these missions, vehicle altitude remains greater than 45,000 meters (150,000 feet) in airspace not used by general or commercial aviation.

The nearest air traffic route used by civil aviation that is over-flown by the K-1 during launch would be Jet Route 80-58 (J80-58), between Wilson Creek and Tonopah, Nevada. Upon reentry, the nearest air traffic route is J92 between Beatty and Boulder City, Nevada. Because of the large horizontal and altitude separation distances, the nearest civil air traffic route structure would not be affected, and any potential impacts would be negligible.

Cumulative Impacts

The proposed action was evaluated for cumulative impacts on air quality, noise, socioeconomic, biological resources, cultural and Native American resources, transportation, and health and safety. In researching cumulative projects, the Department of Energy, Nevada Operations Office and the U.S. Air Force were contacted. The assessment of foreseeable future actions is based on information presented in the NTS EIS. No cumulative impacts are expected as a result of the proposed Kistler facilities and operations.

Other Alternatives

Prior to selecting the NTS as its preferred launch location, Kistler explored alternatives throughout the United States. Kistler considered the California Spaceport, Spaceport Florida Authority's Launch Complex 46, and the proposed Southwest Regional Spaceport. The coastal locations were eliminated from consideration due to restrictions on the launch azimuths that could be used from that location. The Southwest Regional Spaceport was not selected as the preferred site because the NTS offered a more flexible range environment that is important to commercial operations.

No Action Alternative

Under the No Action Alternative, the FAA would not issue a license for Kistler to conduct launch and reentry operations from the NTS. The General Use Permit between DOE and the NTSDC would continue to exist but the subpermit between the NTSDC and Kistler would be void. Predicted environmental impacts of the proposed launch and reentry activities would not occur and the proposed project area would not be altered as a result of Kistler-related activities.

Consultation Activities

Seventeen tribes and organizations with ties to the NTS have aligned together to form the Consolidated Group of Tribes and Organizations. The Consolidated Group of Tribes and Organizations members prepared an American Indian assessment document to express their opinions and provide comments on the Environmental Assessment. A preliminary draft of the American Indian assessment document was submitted to members of the American Indian Writers Subgroup, the DOE, the NTSDC, and the FAA on August 31, 2000.

Following a review of the document, the DOE requested that a meeting between representatives of the American Indian Writers Subgroups, DOE, and FAA be held to discuss the document and revise the text for inclusion in the Kistler Environmental Assessment.

There are various locations where the Environmental Assessment contradicts or contradicts Native American comments regarding environmental impacts. The data presented in the Environmental Assessment are supported by scientific findings whereas the Native American comments are not accompanied by any evidence to support assertions of environmental damage. Therefore these comments, while considered by the FAA in developing the Final Environmental Assessment, are not specifically included in the body of the document but are included in full as an appendix to the document. In addition, the CGTO was provided with an extended comment period and individual meetings were held between the CGTO, the DOE, and the FAA.

Determination

An analysis of the proposed action has concluded that there are no significant short-term or long-term effects to the environment or surrounding populations. After careful and thorough consideration of the facts

contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102 (2) (C) of NEPA. Therefore, an Environmental Impact Statement for the proposed action is not required.

Dated: April 29, 2002.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation, Washington, DC.

[FR Doc. 02-11054 Filed 5-2-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 195: Flight Information Services Communications (FISC)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 195 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 195: Flight Information Services Communications (FISC).

DATES: The meeting will be held May 29-30, 2002, starting at 8:30 am.

ADDRESSES: The meeting will be held at NCAR, Foothills Laboratory Building 2, Room 1002, 3450 Mitchell Lane, Boulder, Colorado, 80301.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Washington, DC, 20036; telephone (202) 833-9339; fax (202) 833-9434; web site <http://www.rtca.org>; (2) in Boulder, telephone (303) 497-8422; web site www.rap.ucar.edu.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 195 meeting. The agenda will include:

- May 29:
- Working Group 1
- Progress on Change 1 to DO-267, Minimum, Aviation System Performance Standards (MASPS) for Flight Information Services-Broadcast (FIS-B) Data Link
- Opening Plenary Session (Welcome and Introductory Remarks, Approval of

Agenda, Approval of Minutes, Review of Action Items

- Tour of NCAR Laboratories
- Discussion of DO-267 Change 1

Schedule and FIS Product Roadmap

- Discussion of FIS Registry of Products

- Discussion of Aerodrome Product Definition

- Report from Working Group 1
- May 30
- Continued Plenary Session
- Report on the Use of DO-252
- Work on Change 1 to DO-267
- Closing Plenary Session (Review Minutes of Previous Meeting).

Action Items, Discussion of Future Workplan, Other Business, Date and Place of Next Meeting, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on April 29, 2002.

Jane P. Caldwell,

Program Director, System Engineering Resource Management.

[FR Doc. 02-11057 Filed 5-1-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 198: Next-Generation Air/Ground Communications System (NEXCOM)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 198 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 198: Next-Generation Air/Ground Communications System (NEXCOM).

DATES: The meeting will be held on May 21-23, 2002, starting at 9 a.m.

ADDRESSES: The meeting will be held at RTCA, 1828 L Street, Suite 805, Washington, DC, 20036.

FOR FURTHER INFORMATION CONTACT:

RTCA Secretariat, 1828 L Street, NW, Suite 805, Washington, DC, 20036; telephone (202) 833-9339; fax (202) 833-9434; web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal

Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. Appendix 2), notice is hereby given for a Special Committee 198 meeting. The agenda will include:

- May 21:

- Opening Plenary Session (Welcome and Introductory Remarks, Review Minutes of Previous Meeting).

- Status of Working Group 4, VHF Data Link (VDL) 3 Implementation.

- Status of Working Group 5, VDL 3 Operational Safety Analysis, System Performance Requirements.

- Status of Working Group 6, VDL 3 Interoperability of NEXCOM.

- Closing Plenary Session (Date and Place of Next Meeting).

- May 22, 23:

- Working Groups 4 and 5.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on April 29, 2002.

Jane P. Caldwell,

Program Director, System Engineering Resource Management.

[FR Doc. 02-11056 Filed 5-2-02; 8:45 am]

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determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before June 3, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-12203. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW, Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested.

Name of vessel: ANNA MARIA.
Owner: Fred Whitford.