

assuring that batteries are protected from spontaneous explosion.

- No unplanned physical contact between the vehicle or its components and the payload after payload separation.

- When the mission requires delivery of a spacecraft which itself has a maneuver capability, two alternatives are possible.

1. Leave the upper stage attached for delivery of the spacecraft to orbit to maximize its maneuver capability.

2. Separate the spacecraft at suborbital velocity so that the stage decays naturally and the spacecraft uses its onboard propulsion to establish its orbit.

All launch sites would comply with any permit conditions imposed by regulatory authorities.

Prepared by Michon Washington.

Dated: October 5, 2001.

Recommended by Herb Bachner.

Dated: October 5, 2001.

Decision and Order

The more environmentally-friendly propellant combinations alternative is defined as preferentially licensing those vehicles that are not solely propelled by SRMs. The number of launches using liquid, liquid/solid, or hybrid propellant systems was assumed to remain unchanged under this alternative. Thus, the total number of FAA-licensed launches in the U.S. would decrease substantially under this alternative. It was assumed that the decrease in U.S. licensed launches that use only solid propellants would be compensated for by an increase in these types of launches elsewhere in the world.

Because 49 U.S.C. Subtitle IX, ch. 701—Commercial Space Launch Activities, formerly the Commercial Space Launch Act (CSLA) requires launches by U.S. entities to be licensed, the U.S. launch industry would be unable to continue LV launch operations regardless of their location under the no action alternative. Not licensing any U.S. launches would not be consistent with chapter 701 in this context. Under the no action alternative it was assumed that the same number of worldwide commercial launches would take place. However, because the FAA would cease issuing licenses for U.S. launches, the launches would take place using foreign launch providers and locations.

Neither the more environmentally-friendly propellant combinations alternative nor the no action alternative would enable the FAA to fully meet projected demand for increased access to commercial space transportation. The preferred alternative does fulfill the

purpose and need for commercial access to space. In addition, although some environmental effects may be greater under the preferred alternative as compared to the no action or more environmentally-friendly propellant combinations alternative, the impacts are still expected to be less than significant. For the reasons summarized earlier in this Record of Decision and supported by detailed discussion in the PEIS, the FAA has selected the preferred alternative.

The information in this PEIS is not intended to address all site-specific launch issues. Appropriate site-specific environmental documentation would be developed in conjunction with the licensing process. The PEIS is intended to serve as a tiering document to assist launch operators in preparing site-specific documentation.

I have carefully considered the FAA's goals and objectives in relation to the programmatic launch actions discussed in the PEIS, including the purpose and need to be served, the alternative means of achieving them, the environmental impacts of these alternatives at a broad, programmatic level, and the mitigation measures available to preserve and enhance the environment as needed on a site-specific basis. Based upon the record of this proposed Federal action, and under the authority delegated to me by the Administrator of the FAA, I find that the action in this Record of Decision is reasonably supported.

Issued in Washington, DC on: October 5, 2001.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 01-25754 Filed 10-11-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Air Carrier Operations

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss air carrier operations issues.

DATES: The meeting will be held on October 25, 2001, at 10 a.m.

ADDRESSES: The meeting will be held in Conference Room 833, Federal Office

Building 10A (the "FAA Building"), 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Linda Williams, Office of Rulemaking, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-9685.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee on Air Carrier Operations to be held on October 25, 2001.

The agenda will include:

- Airplane Performance Working Group final report.
- Extended Range Operations with Two-Engine Aircraft (ETOPS) Working (ETOPS) Working Group status report.

Attendance is open to the interested public but may be limited by the space available. Members of the public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

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.

If you are in need of assistance or repair a reasonable accommodation for this event, please contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on October 5, 2001.

Louis C. Cusimano,

Assistant Executive Director for Air Carrier Operations, Aviation Rulemaking Advisory Committee.

[FR Doc. 01-25756 Filed 10-11-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering and Development (R, E&D) Advisory Committee

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of meeting.

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA