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Dated: October 5, 2001.

Deborah M. Morrison,
Designated Federal Officer.

[FR Doc. 01-25606 Filed 10-11-01; 8:45 am]

BILLING CODE 4191-01-P

DEPARTMENT OF STATE

[Public Notice 3812]

Culturally Significant Objects Imported for Exhibition Determinations: "Luca Giordano, 1634-1705"

DEPARTMENT: United States Department of State.

ACTION: Notice.

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236 of October 19, 1999, as amended, I hereby determine that the objects to be included in the exhibition "Luca Giordano, 1634-1705," imported from abroad for the temporary exhibition without profit within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign lenders. I also determine that the exhibition or display of the exhibit objects at the Los Angeles County Museum of Art, Los Angeles, CA from on or about November 4, 2001 to on or about January 20, 2002, and at possible additional venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit objects, contact Carol B. Epstein, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State, (telephone: 202/619-6981). The address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC 20547-0001.

Dated: October 4, 2001.

Patricia S. Harrison,
Assistant Secretary for Educational and Cultural Affairs, United States Department of State.
[FR Doc. 01-25697 Filed 10-11-01; 8:45 am]
BILLING CODE 4710-08-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed During Week Ending September 28, 2001

The following Agreements were filed with the Department of Transportation under provisions of 49 U.S.C. sections 412 and 414. Answers may be filed within 21 days after the filing of the applications.

Docket Number: OST-2001-10688.

Date Filed: September 24, 2001.

Parties: Members of the International Air Transport Association.

Subject: PTC123 0158 dated 25 September 2001, Mail Vote 146—Resolution 010n, TC123 South Atlantic Special Passenger Amending Resolution from Brazil, Intended effective date: 1 October, 2001.

Andrea M. Jenkins,
Federal Register Liaison.

[FR Doc. 01-25656 Filed 10-11-01; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under subpart B (formerly subpart Q) during the week ending September 28, 2001. The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under subpart B (formerly subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period, DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-1996-1592.

Date Filed: September 28, 2001.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: October 19, 2001.

Description: Contingent Application of Delta Air Lines, Inc., pursuant to 49 U.S.C. Section 411102 and 41108 and subpart B, for renewal of its certificate of public convenience and necessity for Route 732, to engage in foreign air

transportation of persons, property and mail between a point or points in the United States, the intermediate point, Vienna, Austria, and, the terminal point Warsaw, Poland.

Andrea M. Jenkins,
Federal Register Liaison.

[FR Doc. 01-25655 Filed 10-11-01; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2001-9854]

Notice of Alternative Policy Options for Managing Capacity at LaGuardia Airport and Proposed Extension of the Lottery Allocation; Suspension of the Closing Date of the Comment Period

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice to suspend until further notice the closing date of the comment period on alternative policy options for managing capacity and mitigating congestion and delay at LaGuardia Airport (LGA).

SUMMARY: In a notice published on June 12, 2001, the FAA requested comments on the feasibility and effectiveness of five different demand management options that could be used to replace the current temporary administrative limits on the number of aircraft operations at LGA. The comment period is scheduled to close on October 12, 2001. This notice suspends the closing date of the comment period until further notice.

FOR FURTHER INFORMATION CONTACT: Jeffrey Wharff, Senior Economist, Office of Aviation Policy and Plans, 800 Independence Avenue, SW., Washington, DC 20591; telephone number 202-267-7035.

SUPPLEMENTARY INFORMATION:

Background

On June 12, 2001, the FAA issued a "Notice of Alternative Policy Options for Managing Capacity at LaGuardia Airport and Proposed Extension of the Lottery Allocation" (65 FR 31731, June 12, 2001). In that notice, commenters were asked to submit detailed analyses of two different market-based approaches and three types of administrative options to allocate capacity at LGA. Commenters were also encouraged to submit comments on alternative approaches to allocate capacity at LGA.

Suspension of the Closing Date of the Comment Period

The terrorist attacks of September 11, 2001 on the World Trade Center and the Pentagon caused the FAA to temporarily cease all non-military flights in the United States and required airports and airlines to adopt certain security measures prior to the resumption of commercial service. In response to the new security requirements and lowered passenger demand, several airlines have reduced the number of aircraft operations below previously planned levels throughout the national airport system, including LGA. These factors, at least in the short-run, have contributed to a significant decrease in airport congestion at LGA. In addition, the FAA has received a joint request (dated September 28, 2001) by the Air Transport Association, Regional Airline Association, National Air Carrier Association, American Association of Airport Executives, and the Cargo Airline Association for the FAA to suspend indefinitely its consideration of alternative demand management policy options or at a minimum extend the comment period by 180 days. In a letter dated October 8, 2001, the Air Carrier Association of America disagrees that all issues addressed in the June 12, 2001, **Federal Register** notice be delayed for any time period.

In these circumstances, the FAA has determined that it would be reasonable and in the public interest to suspend until further notice the closing date of the comment period for the notice 65 FR 31731, June 12, 2001. At the appropriate time, FAA will publish an advance notice giving the new closing date and an indication whether the scope or nature of the demand management options under consideration have changed.

Issued on October 9, 2001 in Washington, DC.

John M. Rodgers,

Director of the Office of Aviation Policy and Plans.

[FR Doc. 01-25725 Filed 10-9-01; 4:16 pm]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Record of Decision

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Record of decision: Programmatic Environmental Impact Statement for Licensing Launches.

SUMMARY: The FAA prepared a Final Programmatic Environmental Impact Statement for Licensing Launches (PEIS), to evaluate the potential environmental consequences of licensing launches. After reviewing and analyzing currently available data and information on existing conditions, potential environmental impacts, and alternative measures to mitigate those impacts, the FAA Associate Administrator for Commercial Space Transportation (AST) finds that the proposed action of licensing launches, as described in the PEIS, is not a major Federal action that would significantly affect the quality of the human environment within the meaning of the National Environmental Policy Act (NEPA) of 1969. The information in this PEIS is not intended to address all site-specific launch issues including localized effects. This PEIS is intended to serve as a tiering document to assist commercial launch operators in preparing site-specific documentation. Any additionally required site-specific environmental documentation will be developed as needed prior to FAA approval of proposed licensing activities. Localized effects and any cumulative impacts at individual launch sites are appropriately analyzed in the environmental review of a launch site operator.

This PEIS assesses the potential environmental effects of licensing launches from ignition, liftoff, and ascent through the atmosphere to orbit, the disposition of launch vehicle (LV) components down range, and controlled reentry of reusable launch vehicles. Additional launch activities (including vehicle assembly, payload preparation prior to liftoff, payload functioning during useful life, and payload reentry whether controlled or uncontrolled) were determined to be outside the scope of the PEIS.

FOR FURTHER INFORMATION CONTACT: Ms. Michon Washington, Office of the Associate Administrator for Commercial Space Transportation, Space System Development Division, Suite 331/AST-100, 800 Independence Ave., SW., Washington, DC 20591; phone (202) 267-9305, or refer to the following Internet address: <http://ast.faa.gov>

Introduction

This Record of Decision (ROD) provides final FAA approval for a program to issue launch licenses to United States (U.S.) citizens or for licensed launches within the United States. The FAA has concluded that there are no significant short-term or long-term effects to the human

environment resulting from this licensing program. The proposed Federal action is consistent with the purpose of national environmental policies and objectives as set forth in NEPA and will not significantly affect the quality of the human environment.

Background

The Commercial Space Launch Act of 1984 (the Act) (49 U.S.C. 70101-70121), authorizes the Department of Transportation, and through delegations, the FAA, to oversee, license, and regulate launch and reentry activities and the operation of launch and reentry sites as carried out by U.S. citizens or within the United States. 49 U.S.C. 70104, 70105. The Act directs the FAA to exercise the responsibility consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States. 49 U.S.C. 70105. The FAA is also responsible for encouraging, facilitating, and promoting launches by the private sector. 49 U.S.C. 70103. The FAA first licensed a launch in 1989.

In the past three decades, space has become increasingly important in a broad range of areas including scientific research, communications, and navigation. Human advancements in technologies such as telecommunications and microgravity crystal growth are leading to increased demand for access to space because of its unique environment and are being developed for direct commercial application. These new technologies and industry's desire to market them, have created the need for increased access to space. Based on the FAA's proprietary model used to project launch manifests, the demand for access to space cannot be met by the current or foreseeable U.S. government procured launch vehicles (LVs) (see Section 2.1 of the PEIS). Therefore, the commercial launch program is critical to ensure that the U.S. remains in the forefront of commercial space development. Current U.S. space policy requires that the U.S. government encourage private sector and state and local government investment and participation in the development and improvement of U.S. launch systems and infrastructure.

Along with the technological advancements which increase the demand for space access, the private sector has expressed heightened interest in conducting launches. These types of launches have previously been conducted only by the Federal government. However, now the commercial launch industry is attempting to promote convenient, affordable access to space, while