

Signed at Washington, D.C. this June 8, 1999.

Espiridion (Al) Borrego,

Assistant Secretary of Labor for Veterans' Employment and Training.

[FR Doc. 99-14850 Filed 6-10-99; 8:45 am]

BILLING CODE 4510-79-M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 99-075]

National Environmental Policy Act; Ames Research Center; Aerodynamics Testing Program

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Notice of availability of the final environmental impact statement (FEIS) for the NASA Ames Aerodynamics Testing Program.

SUMMARY: Pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. 4321 *et seq.*), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508), and NASA policy and procedures (14 CFR Part 1216 Subpart 1216.3), NASA has prepared and issued a FEIS for the proposed NASA Ames Aerodynamics Testing Program (ATP). The FEIS addresses environmental issues associated with proposed wind tunnel testing of high performance aircraft powered by engines with supersonic jet exhaust and powered-lift systems in the National Full-Scale Aerodynamics Complex (NFAC) at NASA Ames Research Center (ARC), Santa Clara County, California. The ATP proposes to define the envelope of future wind tunnel testing in the NFAC and change the operational parameters for testing in two facilities at ARC: the 40- by 80-foot Wind Tunnel and the 80- by 120-Foot Wind Tunnel. This program would increase maximum noise levels but would not increase the number of wind tunnel operation hours.

NASA's preferred alternative, Alternative 2, would allow 600 hours annually of full-scale wind tunnel testing of advanced aircraft technologies, but would limit the higher noise aerodynamic testing to daytime hours (*i.e.*, between 7:00 a.m. and 7:00 p.m.).

NASA has developed and issued a Mitigation Implementation Plan for the Agency's preferred alternative.

DATES: NASA will take no final action on the proposed ATP before July 12, 1999 or 30 days from the date of publication in the **Federal Register** of

the U.S. Environmental Protection Agency's notice of availability of the ATP FEIS, whichever is later.

ADDRESSES: The FEIS and Mitigation Implementation Plan can be reviewed at the following locations:

(a) Mountain View Public Library, Reference Section, 585 Franklin Street, Mountain View, CA (650-903-6887).

(b) Sunnyvale Public Library, Reference Section, 665 West Olive Avenue, Sunnyvale, CA (408-730-7300).

(c) NASA Headquarters, Library, Room 1J20, 300 E Street SW, Washington, DC 20546 (202-358-0167).

(d) Jet Propulsion Laboratory, Visitors Lobby, Building 249, 4800 Oak Grove Drive, Pasadena, CA 91109 (818-354-5179).

(e) NASA, Spaceport USA, Room 2001, John F. Kennedy Space Center, FL 32899. Please call Lisa Fowler beforehand at 407-867-2497, so that arrangements can be made.

In addition, the FEIS and Mitigation Implementation Plan can be examined at the following NASA locations by contacting the pertinent Freedom of Information Act Office:

(a) NASA, Ames Research Center, Moffett Field, CA 94035 (650-604-4191).

(b) NASA, Dryden Flight Research Center, Edwards AFB, (661-258-2662).

(c) NASA, Glenn Research Center at Lewis Field, 21000 Brookpark Road, Cleveland, OH 44135 (216-433-2755).

(d) NASA, Goddard Space Flight Center, Greenbelt, MD 20771 (301-286-0730).

(e) NASA, Johnson Space Center, Houston, TX 77058 (281-483-8612).

(f) NASA, Langley Research Center, Hampton, VA 23665 (757-864-2497).

(g) NASA, Marshall Space Flight Center, Huntsville, AL 35812 (256-544-5549).

(h) NASA, Stennis Space Center, MS 39529 (228-688-2164).

Limited copies of the FEIS and Mitigation Implementation Plan are available, on a first request basis, by contacting Sandra Olliges at the address, telephone number, or electronic mail address provided below.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Olliges, NASA, Ames Research Center, M.S. 218-1/Building 218, Moffett Field, CA 94035-1000; telephone 650-604-3355; electronic mail (solliges@mail.arc.nasa.gov).

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 ARC is the only test facility in the world that has this capability. Conducting such tests would provide a key capability for helping ensure the long-term dominance of U.S. aircraft in both the military environment and commercial marketplace.

The X-32/X-35 Joint Strike Fighter (JSF) testing project could be one of the first projects implemented under the ATP. The X-32/X-35 test aircraft and associated proposed testing project established the operational boundaries of high-noise testing in the NFAC wind tunnel facilities for the ATP. Testing at ARC for the High Speed Civil Transport program, which is developing new technology for supersonic civilian airliners that are economically viable and more environmentally friendly, is another program that could fall under the envelope of the ATP.

The JSF program is investigating the technical feasibility of fielding an affordable, military viable, multi-service aircraft in the 2010 time frame. This program currently has a dual experimental aircraft designation of X-32 and X-35. The JSF concept currently has three variations: (1) A Short Takeoff Vertical Landing attack aircraft for the U.S. Marine Corps and the U.K. Royal Navy; (2) a U.S. Air Force Conventional Takeoff and Landing multi-role fighter aircraft; and (3) an aircraft carrier capable fighter/attack aircraft for the U.S. Navy. The X-32/X-35 JSF program provides a unique opportunity to potentially develop a truly common and affordable aircraft for expeditionary naval forces and fixed-base land use.

It is important to note that the specific tests discussed in the FEIS may be representative of future test requirements not specifically identified to date. Therefore, this ATP FEIS will serve as a baseline document for the environmental evaluation of subsequent testing at Ames Research Center. The FEIS addresses common elements of such testing in a single document and provides detailed information on each

aspect of the ATP to the extent that such data are available.

Programmatic and test specific alternatives for this proposed testing that were considered include, but are not necessarily limited to: (1) Alternative daily time periods for typical testing activities; (2) modification of the testing procedures to reduce noise levels; (3) tests at a location other than Ames Research Center; and (4) elimination of the proposed ATP—"no action." As a result of preliminary analysis, the FEIS considers four alternatives in detail, including the "no action" alternative. The three action alternatives considered in detail would create the same maximum noise levels but differ primarily in the number of testing hours permitted annually and the daily time periods for different testing noise levels.

The FEIS considers the potential environmental impacts associated with the proposed ATP. Particular emphasis is placed on potentially incurred noise impacts and air emissions associated with the testing.

The FEIS is a program-level Environmental Impact Statement and thus, analyzes the environmental impacts of implementing a proposed new operational protocol for aerodynamics testing at ARC in the NFAC wind tunnel complex. The ATP would be made up of smaller, specific, limited duration and scope projects, such as the X-32/X-35 JSF testing project. If the ATP were adopted, any future testing project would be required to comply with the parameters of the ATP. NASA would be required to determine whether each proposed aerodynamics testing project is consistent with the ATP. If such a proposed aerodynamics testing project does not comply the ATP, assuming that ATP were adopted, additional environmental analysis and NEPA documentation would be prepared, as appropriate, before any final decision is made.

Comments on the Draft Environmental Impact Statement (DEIS) were solicited from Federal, State, and local agencies, organizations, and the general public through: (a) notices published in the **Federal Register**—NASA notice on June 28, 1995, (60 FR 33438) and U.S. Environmental Protection Agency notice on June 30, 1995, (60 FR 34246), (b) notices in the San Jose Mercury News and the La Oferta Review, (c) direct mailing of a fact sheet to persons within the proposed noise contours, and (d) a series of public participation meetings. A total of 13 written and 32 oral comments (arising during public

meetings on the DEIS), primarily related to noise, were provided on the DEIS. These comments have been addressed in the FEIS.

Jeffrey E. Sutton,

Associate Administrator for Management Systems.

[FR Doc. 99-14875 Filed 6-10-99; 8:45 am]

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NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 99-076]

Notice of Prospective Patent License

AGENCY: National Aeronautics and Space Administration.

ACTION: Notice of prospective patent license.

SUMMARY: NASA hereby gives notice that Aerovoe-Pacific Company, of Gardnerville, Nevada, has applied for a partially exclusive license to practice the invention described and claimed in United States Patent No. 5,772,912, entitled "Environmentally Friendly Anti-Icing Fluid," which is assigned to the United States of America as represented by the Administrator of the National Aeronautics and Space Administration. Written objections to the prospective grant of a license should be sent to NASA Ames Research Center.

DATES: Responses to this notice must be received by August 10, 1999.

FOR FURTHER INFORMATION CONTACT: Patent Counsel, NASA Ames Research Center, Mail Stop 202A-3, Moffett Field, CA 94035-1000, telephone (650) 604-5104.

Dated: June 2, 1999.

Edward A. Frankle,
General Counsel.

[FR Doc. 99-14876 Filed 6-10-99; 8:45 am]

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NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 99-078]

Notice of Prospective Patent License

AGENCY: National Aeronautics and Space Administration.

ACTION: Notice of prospective patent license.

SUMMARY: NASA hereby gives notice that AVIR, L.L.C. of Charlottesville, VA, 22906, has applied for a partially exclusive license, limited to the field of use defined as "remote sensing of chemical weapons agents and drug manufacturing," to practice the

inventions described and claimed in: U.S. Patent No. 5,128,797 entitled "NON-MECHANICAL OPTICAL PATH SWITCHING AND ITS APPLICATION TO DUAL BEAM SPETROSCOPY INCLUDING GAS FILTER CORRELATION RADIOMETER;" NASA Case No. LAR-15361-1-CU entitled "MULTI-GAS SENSOR;" and NASA Case No. LAR-15818-1-CU entitled "OPTICAL PATH SWITCHING BASED DIFFERENTIAL ABSORPTION RADIOMETRY FOR SUBSTANCE DETECTION;" all of which are assigned to the United States of America as represented by the Administrator of the National Aeronautics and Space Administration. Written objections to the prospective grant of a license should be sent to Ms. Robin W. Edwards, Patent Attorney, NASA Langley Research Center.

DATES: Responses to this notice must be received by August 10, 1999.

FOR FURTHER INFORMATION CONTACT: Ms. Robin W. Edwards, Patent Attorney, NASA Langley Research Center, Mail Code 212, Hampton, VA, 23681-2199; telephone 757-864-3230.

Dated: June 1, 1999.

Edward A. Frankle,
General Counsel.

[FR Doc. 99-14878 Filed 6-10-99; 8:45 am]

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NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 99-077]

Notice of Prospective Patent License

AGENCY: National Aeronautics and Space Administration.

ACTION: Notice of prospective patent license.

SUMMARY: NASA hereby gives notice that Midwest Industrial Supply, Inc., of Canton, Ohio, has applied for a partially exclusive license to practice the invention described and claimed in United States Patent No. 5,772,912, entitled "Environmentally Friendly Anti-Icing Fluid," which is assigned to the United States of America as represented by the Administrator of the National Aeronautics and Space Administration. Written objections to the prospective grant of a license should be sent to NASA Ames Research Center.

DATES: Responses to this notice must be received by August 10, 1999.

FOR FURTHER INFORMATION CONTACT: Patent Counsel, NASA Ames Research Center, Mail Stop 202A-3, Moffett Field, CA 94035-1000, telephone (650) 604-5104.