

Other Alternatives to the Proposed Action

Avoidance of the Oceanic Islands

Under this alternative, only azimuths between 82.6° to 83.28°, 84.50° to 85.07°, 86.36° to 88.80° and 92.89° to 97.40° would be used. The environmental impacts would be the same as for the proposed action except for the impacts to Oceanic Islands and the corresponding portions of South America which would not be overflowed in this alternative action.

Upper Stage and payload flight would progressively transit over open ocean waters and the northern part of South America. Upper Stage flight during a successful mission would have no effect on the ocean or land environments or the lower atmosphere because its operation occurs at very high altitudes. The impacts of failure during Upper Stage flight for this alternative would be the same as those for the proposed action with the exception that no Stage I or II impact would occur on or near the Oceanic Islands.

Avoidance of the Galapagos Islands

Under this alternative, only azimuths between 83.60° to 86.80° and 92.89° to 97.40° would be used. The environmental impacts would be the same as for the proposed action except for the impacts to the Galapagos Islands and the corresponding portions of South America which would not be overflowed in this alternative action.

Upper Stage and payload flight would progressively transit over open ocean waters, the Oceanic Islands (excluding the Galapagos Islands), and the northern part of South America. Upper Stage flight during a successful mission would have no effect on the ocean or land environments of the lower atmosphere because its operation occurs at very high altitudes. The impacts of failure during Upper Stage flight for this alternative would be the same as those for the proposed action with the exception that no impact would occur on or near the Galapagos Islands.

No Action

Under the No Action alternative FAA would not issue an LOL or launch-specific license for Galaxy IIIC to SLLP. SLLP would continue to prepare and submit launch-specific applications for individual licenses to launch up to six satellites per year within the launch parameters addressed in the February 11, 1999 EA. Home Port operations would continue at their present level. If a customer requires a different launch azimuth, SLLP would prepare individual environmental analyses and

documentation to support launch-specific applications and submit the documentation to the FAA for review.

Environmental Monitoring and Protection Plan

The Environmental Monitoring and Protection Plan is an evolving document of mitigation measures, incorporating improvements identified by the FAA, SLLP, or suggested by the public. The plan consists of four elements:

- Visual observation for species of concern.
- Remote detection of atmospheric effects during launch.
- Collection of surface water samples to detect possible launch effects.
- Notification to mariners and air traffic.

Public Participation

During the planning phase of the Sea Launch environmental review process, the FAA concluded that public participation was required. It was further decided that the Environmental Assessment document would be made available for public review for a 30-day period. Consequently a list of pertinent entities was compiled to ensure that wide distribution of the documents would be possible. The list included cognizant Federal and State agencies, scientific institutes, trade and environmental organizations and foreign embassies of countries in the area of the proposed action. The documents were also made available to any organization or member of the public who requested a copy and could also be found in the FAA/AST web site. The public review period commenced on May 17, 2001 via publication of a Notice in the **Federal Register**. Preceding this announcement, FAA mailed copies of the documents to all entities on the list. Additional copies were mailed via regular or next-day mail, as requested. The public review and comment period was scheduled from May 17, 2001 until June 18, 2001.

During the public review period the U.S. Air Force and the Aerospace Corporation expressed interest in the project and submitted formal comments to the FAA. The South Pacific Regional Environmental Programme (SPREP) indicated the need for additional time for internal coordination and consultation. The FAA extended the closing date for comments for SPREP until June 30, 2001. However, no comments were received from SPREP.

As part of the public participation program, FAA/AST personnel held face-to-face information exchanges with representatives of Ecuador in Washington, DC. In addition, SLLP personnel traveled to the Western

Pacific and held similar meetings with representatives from SPREP.

The Final Sea Launch LOL Environmental Assessment and Environmental Finding Document are public information available upon request pursuant to FAA procedures. Copies of the final Sea Launch LOL Environmental Assessment and finding document will be sent to persons on the list of pertinent entities.

Notification of the Environmental Finding Document is provided to all interested parties through publication of this Notice in the **Federal Register**.

Prepared by:
Michon Washington.
Dated: July 19, 2001.

Recommended by:
Herbert Bachner.
Dated: July 19, 2001.

Finding

After careful and thorough consideration of the SLLP LOL Final EA and the facts contained herein, the undersigned finds that the proposed Federal action is consistent with the purpose of national environmental policies and objectives as set forth in Executive Order 12114 the application of which is guided by the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment outside the United States within the meaning of Executive Order (E.O.) 12114, or otherwise include any condition requiring consultation. Therefore, the FAA has determined that an Environmental Impact Statement for the proposed action is not required (See E.O. 12114, Section 2-5).

Issued in Washington, DC, on: July 19, 2001.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 01-18673 Filed 7-25-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waivers of Compliance

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. The petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and

the petitioner's arguments in favor of relief.

Austin and Texas Central Railroad

[Docket Number FRA-2000-7366]

Austin and Texas Central Railroad of Cedar Park, Texas seeks a permanent waiver of compliance from the requirements of 49 CFR Part 223 (Safety Glazing Standards) for two diesel-electric locomotives, ACTX 442 and ACTX 443. The subjects of this petition are Model RSD-15 locomotives built by American Locomotive Company (Alco) in 1960.

These locomotives are used on 151.4 miles of Capitol Metropolitan Transit Authority-owned class 1 and 2 track. Operation on this line includes excursion and freight service. There are two crossings of other railroads and 296 highway/rail grade crossings. Primary use is between milepost 54.5 at Austin, Texas, and milepost 115.0 at Burnet, Texas. The railroad proposes to make any glazing repairs that may become necessary with certified glazing, if it is mechanically possible without alterations to the structure or function of the locomotives.

Interested parties are invited to participate in these proceedings by submitting written reviews, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number, (e.g., Docket Number FRA-2000-7366) and must be submitted to the DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590. Communications received within 45 days from the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's web site at <http://dms.dot.gov>.

Issued in Washington, DC on July 23, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-18659 Filed 7-25-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Nos. NHTSA-2001-9628 and NHTSA-2001-9630]

Re-opening of Comment Period on Whether Nonconforming 2001 Ferrari 360 and 550 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Re-opening of comment periods.

SUMMARY: On May 21, 2001, we published notices of receipt of petitions nos. 484 and 485 for decisions that nonconforming 2001 Ferrari 360 and 550 passenger cars are eligible for importation into the United States. These notices are contained in notice documents 01-12728 and 01-12732, which were published in the **Federal Register** on May 21, 2001, at 66 FR 28020 and 66 FR 28025, respectively.

The purpose of this Notice is to notify the public that NHTSA is providing additional time within which any comment may be submitted in relation to these import eligibility petitions. This re-opening of the comment periods is based on requests that NHTSA received from Fiat Auto R&D U.S.A., a division of Alfa Romeo Inc., and Ferrari North America Inc., on June 27, 2001, and June 29, 2001, respectively, which was after the comment periods' original closing date of June 20, 2001. The comment periods for 2 petition nos. 484 and 485 for import eligibility regarding nonconforming 2001 Ferrari 360 and 550 passenger cars are now re-opened until August 10, 2001.

DATES: Comments must be submitted on or before August 10, 2001.

ADDRESSES: Comments are to be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. (Docket hours are from 9 am to 5 pm). It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the

closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: July 23, 2001.

Marilynne Jacobs,

Director, Office of Vehicle Safety, Compliance.

[FR Doc. 01-18658 Filed 7-25-01; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-318 (Sub-No. 5X)]

Louisiana & Delta Railroad, Inc.—Abandonment Exemption—in Iberia Parish, LA

Louisiana & Delta Railroad, Inc. (Applicant) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 3.08-mile portion of the Salt Mine Branch line of railroad between milepost 6.72 and milepost 9.8 in Iberia Parish, LA.¹ The line traverses United States Postal Service Zip Code 70513.

Applicant has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there has been no overhead traffic on the line in the last 2 years; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment and discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected

¹ The Atchafalaya Basin Program, Department of Natural Resources (DNR) filed a request for issuance of a notice of interim trail use for the entire line pursuant to section 8(d) of the National Trails System Act, 16 U.S.C. 1247(d). The Board will address the DNR's trail use request, and any others that may be filed, in a subsequent decision.