

VA 22031; e-mail FAA.PEIS@icfconsulting.com; phone (703) 934-3950; fax (703) 934-3951; or through an online comment form available at http://ast.faa.gov/lrra/PEIS_info_resources.htm.

Additional Information: The proposed action is for the FAA to issue licenses for the launch of horizontally launched vehicles and the reentry of RVs, as well as the licensing of facilities that would support horizontal launches and reentries. The FAA exercises licensing authority in accordance with the Commercial Space Launch Act and Commercial Space Transportation Licensing Regulations, 14 CFR Ch. III, which authorize the FAA to license the launch of an LV or the reentry of an RV when conducted within the U.S. and those operated by U.S. citizens abroad. The scope of the PEIS includes launches on orbital and suborbital trajectories from both existing government launch facilities and nonfederal launch sites in the U.S. and abroad.

The FAA identified three types of LVs, called out in this analysis as Concept 1, Concept 2, and Concept 3, which would be typical of the vehicles that would operate within the activities specified in this PEIS. Additionally, both powered and unpowered RV concepts are considered in this analysis. This PEIS may be used to tier subsequent environmental documentation that the FAA would use to make a determination about licensing the launches and reentries of the aforementioned types of LVs and RVs. Additional environmental analysis would need to be conducted for any activity that is not addressed in this Draft PEIS or in previous environmental analyses.

Launch vehicles included in Concept 1 would use jet-powered take off with subsequent rocket ignition, and conduct a powered horizontal landing. These LVs would take off from conventional runways using jet power, and then ignite rocket engines at a specified altitude. The LV would use either suborbital or orbital trajectories depending on the mission. During descent, jet engines would be restarted at a specified altitude and the vehicle would fly to a powered, horizontal landing at a designated location.

Launch vehicles included in Concept 2 would use rocket powered take off and flight, and a non-powered horizontal landing. The rocket motors would be ignited while the LV is on the runway. After takeoff, the LV would follow a steep ascent trajectory that could be suborbital or orbital. The vehicle would not use powered descent but would

glide to a horizontal landing at a designated location.

Launch vehicles included in Concept 3 would be carried aloft via assist aircraft with subsequent rocket ignition, and would conduct a non-powered horizontal landing. The vehicle would be comprised of an assist aircraft, such as a carrier or tow aircraft, and an LV, which would range from 9 to 46 meters (30 to 150 feet) in length. Depending on the design configuration, the LV could be attached to the top, mated to the underside, or tethered to the assist aircraft. After taking off on a horizontal runway, the LV would be released from the assist aircraft and rocket engines on the LV would be fired. The assist aircraft would make a powered horizontal landing after releasing the LV. The LV trajectory could be either orbital or suborbital. The LV would not use powered descent but would glide to a horizontal landing at a designated location.

Reentry vehicle concepts include both unpowered and powered vehicles. Once an unpowered RV concept enters Earth's atmosphere, it would glide, deploy a parachute or parafoil, and descend to the Earth's surface. Once a powered RV concept enters Earth's atmosphere, a propulsion system would be used to control descent and direct the RV to a landing site. Both RV concepts could be oriented vertically or horizontally during reentry and subsequent landing. The design and size of the RV dictates whether descent would be powered or unpowered. Some RVs would descend using a combination of unpowered and powered methods. For example, a rocket engine would be fired to slow initial descent, then a parachute would be deployed and finally when the RV is close to Earth's surface rocket engines would be fired for a final touch down.

Three alternatives to the proposed action were considered in the Draft PEIS. The first alternative would be to issue licenses for orbital Reusable Launch Vehicles (RLVs) using unpowered reentry and landing only. The second alternative would be to issue licenses to orbital RLVs using powered reentry and landing only. The third alternative would be to issue licenses of horizontal launches of RLVs where full rocket engine ignition occurs at or above 914 meters (3,000 feet). Under the No Action Alternative, the FAA would not issue licenses for the horizontal launch of LVs and reentry of RVs, as well as the operation of launch and reentry sites for such activities.

Potential impacts of the proposed action and alternatives were analyzed in the Draft PEIS. Potential environmental impacts of successful launches include

impacts to the atmosphere, airspace, biological resources, cultural resources, public health and safety, hazardous materials and hazardous waste, geology and soils, land use, noise, socioeconomics, environmental justice, section 4(f) resources, orbital debris, aesthetic and visual resources, and water resources. The impacts of the No Action Alternative would be the same as those described for the affected environment in the Draft PEIS.

Potential cumulative impacts of the proposed action are also addressed in the Draft PEIS.

Dated: July 20, 2005.

John Sloan,

Acting Manager, Space Systems Development Division.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number 2005-21918]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel *Avocation*.

SUMMARY: As authorized by Pub. L. 105-383 and Pub. L. 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-21918 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), 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 in that business, a waiver will not be granted. 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.

DATES: Submit comments on or before August 29, 2005.

ADDRESSES: Comments should refer to docket number MARAD-2005-21918. 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: Michael Gordon, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5468.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel *Avocation* is:
Intended Use: "Carry paying crew for an offshore ocean sailing experience and occasional coastal sailboat races."

Geographic Region: Atlantic coastwise. Inland tributary waters would be Long Island Sound, Chesapeake Bay, Naragansett Bay New York Harbor and the waters around Nantucket and Martha's Vineyard and the various bays of Maine and Massachusetts.

Dated: July 20, 2005.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 05-15070 Filed 7-28-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number 2005-21920]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel *FoXROSE*.

SUMMARY: As authorized by Pub. L. 105-383 and Pub. L. 107-295, the Secretary

of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-21920 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), 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 in that business, a waiver will not be granted. 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.

DATES: Submit comments on or before August 29, 2005.

ADDRESSES: Comments should refer to docket number MARAD-2005-21920. 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: Michael Gordon, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5468.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel *Foxrose* is:

Intended Use: "Recreational Charter."

Geographic Region: South Carolina, Georgia, Florida.

Dated: July 18, 2005.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

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BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number 2005-21921]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel *HEARTBEAT*.

SUMMARY: As authorized by Pub. L. 105-383 and Pub. L. 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-21921 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), 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 in that business, a waiver will not be granted. 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.

DATES: Submit comments on or before August 29, 2005.

ADDRESSES: Comments should refer to docket number MARAD-2005-21921. 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