

provide adequate coverage and financial protection for the commercial space transportation industry as well as the Government?

5. U.S. and foreign air carriers operating in the United States are required to maintain insurance coverage in certain minimum amounts covering liability to passengers and persons and property on the ground. For aircraft with more than 60 seats or more than 18,000 pounds of capacity, carriers must maintain third-party accident liability coverage in the minimum amount of \$300,000 for any one person other than a passenger and a total of \$20 million per involved aircraft for each occurrence. There is no government indemnification in the event claims exceed that amount, nor does the U.S. Government accept treaty-based liability in the event of such damage. At what stage of development and under what circumstances should the airline liability regime become a model for commercial reusable launch vehicles (RLVs) that will routinely take-off and land?

6. The Federal Government's current indemnification policy does not cover risks associated with commercial spaceport operations that do not involve launch vehicles. Do commercial spaceports require a liability risk-sharing regime comparable to that utilized for licensed launches and reentries, even when there is no vehicle-related activity taking place at the spaceport?

7. What factors should the U.S. Congress consider in determining whether to continue as-is, or modify, existing laws in terms of liability risk-sharing for commercial space launch and reentry activities?

8. What suggestions do you have for modifying the existing liability risk-sharing laws applicable to commercial launch and reentry activities?

The public can join the on-line public forum by clicking the "On-Line Public Forum" hyperlink on the AST Internet home page, <http://ast.faa.gov>. The docket and the on-line public forum will close on May 11, 2001, so that the FAA can evaluate responses from the public to these questions and incorporate them in the further development of the report. However, the FAA will continue to welcome public views and information on issues associated with liability risk-sharing provisions for commercial space transportation under current law.

Persons wishing to present a prepared statement at the public meeting should reserve time for doing so by contacting AST directing at (202) 267-7793.

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

Patricia Grace Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 01-8916 Filed 4-6-01; 1:24 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Weber County, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared to address operational, infrastructure, and geometrical deficiencies along I-15 from 31st Street to 2700 North in Weber County, Utah.

FOR FURTHER INFORMATION CONTACT:

Gregory Punske, P.E., Project Development Engineer, FHWA, Utah Division, 2520 West 4700 South, Suite 9-A, Salt Lake City, UT 84118, Telephone: (801) 963-0182; or Rex Harris, Utah Department of Transportation (UDOT), 169 North Wall Avenue, Ogden, UT 84412, Telephone: (801) 399-5921, extension 267.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the UDOT will prepare an EIS in accordance with the National Environmental Policy Act (NEPA) for a proposed action to address operational, infrastructure, and geometrical deficiencies along I-15 from 31st Street to 2700 North in Weber County, Utah, approximately 13.7 km (8.5 miles) in length. The proposed study intends to consider no-build, transit, transportation system management, and build alternatives to address the need for improvements along this interstate corridor. Build alternatives will consider upgrading the existing facility. The project limits for the build alternatives are expected to be SR-79 (31st Street in Ogden) as the southern terminus and SR-134 (2700 North in North Ogden) as the northern terminus.

A project steering committee and also an advisory committee will be established to encourage early and on-going participation from interested parties. Letters describing the proposed action and soliciting comment will be sent to the appropriate Federal, State, and local agencies, and the private organizations and citizens who have expressed or are known to have an

interest in this project. A public scoping meeting will be held. Other public meetings to assist in project scoping efforts are also planned. Additionally, a public hearing will be held. Public notice will be published giving the time and place of these meetings and hearing. The draft environmental document will be available for public and agency review and comment before the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: April 5, 2001.

David C. Gibbs,

Division Administrator.

[FR Doc. 01-8883 Filed 4-10-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of motor vehicle defect petition.

SUMMARY: This notice sets forth the reasons for the denial of a September 13, 2000 petition submitted to NHTSA under 49 U.S.C. 30162 by Beverly Mulder, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety in certain multi-axle trailers manufactured by the Fruehauf Trailer Corporation (Fruehauf) in 1995 and 1996. After reviewing the petition and other information, NHTSA has concluded that further expenditure of the agency's investigative resources on the issues raised by the petition does not appear to be warranted. The agency accordingly has denied the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Boyd, Chief, Vehicle Control Division, Office of Defects Investigation (ODI), Office of Safety Assurance, NHTSA, 400 Seventh Street, SW.,