

2.8 km (9200 ft) mean sea level, a recovery helicopter would intercept the SRC and initiate a mid-air retrieval operation above the UTTR surface. The intercept altitude would permit multiple passes, if necessary, to effect capture. A back-up helicopter would provide redundant capability. The proposed material to be used for the forebody heatshield is a carbon-carbon (C-C) composite. The peak heating would occur at approximately 60 seconds after reentry begins, which corresponds to an altitude of approximately 60 km (196,860 ft) above the Earth. The ablation would continue for about twenty seconds. Models conservatively predict that less than five percent [2.05 kg (4.5 lb)] of the total C-C material would ablate during reentry. The chemical species produced during ablation would be dissipated in the shock wave behind the SRC. The ablation process and thus the production of ablation products would cease more than 48 km (157,000 ft) above the Earth. Therefore, these concentrations would disperse in the large volume of air in the upper atmosphere and would not constitute a danger to health or life on Earth. The SRC heatshield would be rapidly cooling during the subsonic portion of the descent, and would not emit to the lower atmosphere. UTTR is primarily used by the U.S. Air Force as a bombing and artillery test and training range. The entry, descent, and recovery operations for the 225-kg (495-lb) SRC would be well within the bounds of the day-to-day operations carried on at UTTR. No impact on threatened or endangered species or critical habitat, cultural resources, wetlands, or floodplains is expected. Recovery scenarios wherein the SRC is not retrieved via helicopter in mid-air have also been addressed and do not lead to substantial environmental impacts.

Current plans call for commanding the remaining spacecraft bus to perform a controlled maneuver to burn the remaining on-board propellant approximately one hour after releasing the SRC. This "deboost" maneuver would result in the spacecraft entering the upper atmosphere high above the Pacific Ocean, where it would burn up due to atmospheric friction. The proposed Genesis deboost maneuver would comply with the guideline for footprint clearance of land masses [46 km (25 nautical miles) from U.S. soil, 370 km (200 nautical miles) from any non-U.S. land mass].

Based on the Genesis Spacecraft Breakup Analysis, the main spacecraft composite structure is conservatively predicted to break apart at altitudes

above 68 km (223,108 ft). Even in the worst case wherein the spacecraft bus reenters the atmosphere along the same trajectory as the SRC, all components have been shown by independent modeling to burn up above 47 km (154,000 ft). The small quantities of gases produced during burnup of the Genesis spacecraft are left at these extreme altitudes.

Failure to undertake the Genesis mission would disrupt the execution of NASA's Solar System Exploration program as defined by the agency's Solar System Exploration Committee. Solar wind samples returned by the Genesis mission could significantly improve our knowledge of the average chemical and isotopic composition of the solar system. Cancellation of the proposed mission would result in no or minimal environmental impact, but the loss of the scientific knowledge and database from carrying out the mission could be significant.

On the basis of the Genesis EA, NASA has determined that the environmental impacts associated with the mission would not individually or cumulatively have a significant impact on the quality of the human environment. NASA will take no final action prior to the expiration of the 30-day comment period.

Edward J. Weiler,

Associate Administrator for Space Science.

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THE NATIONAL FOUNDATION ON THE ARTS AND THE HUMANITIES

Meetings of Humanities Panel

AGENCY: The National Endowment for the Humanities.

ACTION: Additional notice of meetings.

SUMMARY: Pursuant to the provisions of the Federal Advisory Committee Act (Public Law 92-463, as amended), notice is hereby given that the following meetings of the Humanities Panel will be held at the Old Post Office, 1100 Pennsylvania Avenue, NW., Washington, DC 20506

FOR FURTHER INFORMATION CONTACT:

Laura S. Nelson, Advisory Committee Management Officer, National Endowment for the Humanities, Washington, DC 20506; telephone (202) 606-8322. Hearing-impaired individuals are advised that information on this matter may be obtained by contacting the Endowment's TDD terminal on (202) 606-8322.

SUPPLEMENTARY INFORMATION: The proposed meetings are for the purpose of panel review, discussion, evaluation and recommendation on applications for financial assistance under the National Foundation on the Arts and the Humanities Act of 1965, as amended, including discussion of information given in confidence to the agency by the grant applicants. Because the proposed meetings will consider information that is likely to disclose trade secrets and commercial or financial information obtained from a person and privileged or confidential and/or information of a personal nature the disclosure of which would constitute a clearly unwarranted invasion of personal privacy, pursuant to authority granted me by the Chairman's Delegation of Authority to Close Advisory Committee meetings, dated July 19, 1993, I have determined that these meetings will be closed to the public pursuant to subsections (c) (4), and (6) of section 552b of Title 5, United States Code.

1. *Date:* May 28-30, 2001.

Time: 9 a.m. to 5 p.m.

Room: 527.

Program: This meeting will review applications for Extending the Reach: Faculty Research Awards, submitted to the Division of Research Programs at the April 10, 2001 deadline.

Laura S. Nelson,

Advisory Committee Management Officer.

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NATIONAL TRANSPORTATION SAFETY BOARD

Sunshine Act Meeting

TIME AND PLACE: 9:30 a.m., Tuesday, May 1, 2001.

PLACE: NTSB Conference Center, 429 L'Enfant Plaza SW., Washington, DC 20594.

STATUS: The three items are open to the public.

MATTERS TO BE CONSIDERED: 7357 Fire On Board Liberian Passenger Ship Ecstasy, Miami, Florida, July 20, 1998 (DCA-98-MM-035).

7356 Special Investigation Report: Rear-End Collision Prevention Technologies.

7339A Railroad Accident Report: Collision Involving Three Consolidated Rail Corporation Freight Trains Operating in Fog at Bryan, Ohio, January 17, 1999 (DCA-99-MR-002)—Positive Train Separation Issues.

NEWS MEDIA CONTACT: Telephone: (202) 314-6100.