

DEPARTMENT OF STATE

[Public Notice: 7825]

In the Matter of the Designation of Jemmah Anshorut Tauhid (JAT) Also Known as Jemmah Ansharut Tauhid Also Known as Jem'mah Ansharut Tauhid Also Known as Jamaah Ansharut Tauhid Also Known as Jama'ah Ansharut Tauhid as a Specially Designated Global Terrorist Entity Pursuant to Section 1(b) of Executive Order 13224, as Amended

Acting under the authority of and in accordance with section 1(b) of Executive Order 13224 of September 23, 2001, as amended by Executive Order 13268 of July 2, 2002, and Executive Order 13284 of January 23, 2003, I hereby determine that the organization known as Jemmah Anshorut Tauhid, also known as Jemmah Ansharut Tauhid, also known as Jem'mah Ansharut Tauhid, also known as Jamaah Ansharut Tauhid, also known as Jama'ah Ansharut Tauhid, committed, or poses a significant risk of committing, acts of terrorism that threaten the security of U.S. nationals or the national security, foreign policy, or economy of the United States.

Consistent with the determination in section 10 of Executive Order 13224 that "prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously," I determine that no prior notice needs to be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

This determination shall be published in the **Federal Register**.

Dated: February 23, 2012.

Hillary Rodham Clinton,

Secretary of State.

[FR Doc. 2012-6079 Filed 3-12-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability and Request for Comment on the Draft Environmental Assessment (EA) for the Launch and Reentry of SpaceShipTwo Reusable Suborbital Rockets at the Mojave Air and Space Port

AGENCY: Federal Aviation Administration (FAA), lead Federal agency and United States Air Force and National Aeronautics and Space Administration, cooperating agencies.

ACTIONS: Notice of Availability, Notice of Public Comment Period, and Request for Comment.

SUMMARY: In accordance with the National Environmental Policy Act (NEPA) of 1969, 42 United States Code § 4321-4347 (as amended), Council on Environmental Quality (CEQ) NEPA implementing regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508), and FAA Order 1050.1E, Change 1, the FAA is announcing the availability of and requesting comments on the Draft EA for the Launch and Reentry of SpaceShipTwo Reusable Suborbital Rockets at the Mojave Air and Space Port.

The Draft EA was prepared to analyze the potential environmental impacts of issuing experimental permits and/or launch licenses to operate SpaceShipTwo Reusable Suborbital Rockets and WhiteKnightTwo carrier aircraft at the Mojave Air and Space Port in Mojave, California. Under the Proposed Action, the FAA would issue experimental permits and/or launch licenses to multiple operators for the operation of SpaceShipTwo and WhiteKnightTwo at the Mojave Air and Space Port. Both WhiteKnightTwo and SpaceShipTwo would be piloted during operations. The Mojave Air and Space Port comprises an area of approximately 3,000 acres in Kern County, California, and is east of the unincorporated town of Mojave. The Draft EA addresses the potential environmental impacts of implementing the Proposed Action and the No Action Alternative of not issuing an experimental permit and/or launch license for the operation of SpaceShipTwo and WhiteKnightTwo at the Mojave Air and Space Port.

The FAA has posted the Draft EA on the FAA/AST Web site at http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/review/permits/. A paper copy of the Draft EA may be reviewed for comment during regular business hours at the following locations:

Edwards AFB Base Library, 95 SPTG/SVMG, 5 West Yeager Blvd., Building 2665, Edwards AFB, CA 93524-1295.

Kern County Library, Boron Branch, 26967 20 Mule Team Road, Boron, CA 93516.

Kern County Library, California City Branch, 9507 California City Boulevard, California City, CA 93505.

Kern County Library, Kernville Branch, 48 Tobias Street, Kernville, CA 93238.

Kern County Library, Mojave Branch, 16916-1/2 Highway 14, Mojave, CA 93501.

Kern County Library, Ridgecrest Branch, 131 East Las Flores Avenue, Ridgecrest, CA 93555.

Kern County Library, Tehachapi Branch, 450 West F Street, Tehachapi, CA 93561.

Kern County Library, Wofford Heights Branch, 6400-B Wofford Boulevard, Wofford Heights, CA 93285.

Kern River Valley Library, 7054 Lake Isabella Boulevard, Lake Isabella, CA 93240.

Kern River Valley Library, Wanda Kirk Branch (Rosamond), 3611 Rosamond Boulevard, Rosamond, CA 93560.

DATES: Interested parties are invited to submit comments on environmental issues and concerns on or before April 13, 2012, or 30 days from the date of publication of this Notice of Availability, whichever is later.

ADDRESSES: Please submit comments in writing to Mr. Daniel Czelusniak, Environmental Program Lead, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW., Room 325, Washington, DC 20591; or by email at Daniel.Czelusniak@faa.gov.

Additional Information: Under the Proposed Action, the FAA would issue experimental permits and/or launch licenses for the operation of SpaceShipTwo and WhiteKnightTwo at the Mojave Air and Space Port in Mojave, CA. The Proposed Action does not include any construction activities. The Mojave Air and Space Port's existing infrastructure would be used for takeoff and landing activities. Experimental permits would be valid for one year. Launch licenses would be valid for up to two years. The FAA could renew experimental permits and launch licenses if requested, in writing, by the permittees at least 60 days before the permit expires, and/or by the licensees at least 90 days before the license expires. The Draft EA assumes that the FAA could issue either new or renewed experimental permits and/or launch licenses. For purposes of

analyzing environmental impacts in the Draft EA, the FAA developed a conservative set of assumptions regarding the possible number of launches and reentries that could be conducted under any one experimental permit and/or launch license for the SpaceShipTwo at the Mojave Air and Space Port. The FAA has assumed a maximum of up to 30 total launches and reentries per year of SpaceShipTwo for a total of up to 150 launches and reentries of SpaceShipTwo between 2012 and 2016. This estimation is a conservative number and considers potential multiple launches per day and potential launch aborts.

The only alternative to the Proposed Action analyzed in the Draft EA is the No Action Alternative. Under the No Action Alternative, the FAA would not issue experimental permits and/or launch licenses for the operation of SpaceShipTwo and WhiteKnightTwo from the Mojave Air and Space Port. Existing operations at Mojave Air and Space Port would continue.

The resource areas considered in the Draft EA include air quality; biological resources (including fish, wildlife, and plants); historical, architectural, archaeological, and cultural resources; hazardous materials, pollution prevention, and solid waste; health and safety; land use (including Department of Transportation Section 4(f) properties); light emissions and visual resources; noise and compatible land use; socioeconomic resources, environmental justice, and children's environmental health and safety; and cumulative impacts.

FOR FURTHER INFORMATION CONTACT: Mr. Daniel Czelusniak, Environmental Program Lead, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW., Room 325, Washington, DC 20591; telephone (202) 267-5924; email: Daniel.Czelusniak@faa.gov.

Issued in Washington, DC, on March 7, 2012.

Michael McElligott,
Manager, Space Transportation Development Division.

[FR Doc. 2012-6000 Filed 3-12-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Meeting With Interested Persons To Discuss the Proposed Federal Aviation Administration (FAA) Draft Technical Standard Order (TSO)-C199 Establishing the Minimum Performance Standard (MPS) for Low Powered Surveillance Equipment (LPSE)

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of public meetings.

SUMMARY: The Federal Aviation Administration (FAA) will be holding a public meeting to discuss issuing a new Technical Standard Order (TSO). This TSO will define a minimum performance standard (MPS) for avionics surveillance equipment, for aircraft that are currently exempt from using ATC transponder and altitude reporting equipment or automatic dependent surveillance-broadcast (ADS-B Out) equipment as defined in Title 14 of the Code of Federal Regulations (14 CFR) §§ 91.215 and 91.225.

Meeting Dates and Location:

DATES: This meeting will be held on April 4-5, in Washington, DC.

ADDRESSES: FAA Headquarters, 800 Independence Ave. SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: To obtain additional details and to register for this meeting, please contact: Mr. John Fisher, AIR-130, Federal Aviation Administration, Aircraft Certification Service, Avionics Systems Branch, 470 L'Enfant Plaza SW., Fourth floor, Washington, DC 20591, Telephone (202) 385-4948, FAX: (202) 385-4651, Email: john.d.fisher@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

Currently, certain types of aircraft, such as gliders, balloons, and aircraft not originally certified with an electrical system, as defined in §§ 91.215(b)(3), 91.215(b)(5), 91.225(e)(1), and 91.225(e)(2), are not required to carry a transponder or ADS-B Out equipment when flying in the National Airspace System (NAS). Available data shows that where glider flight operations coincide with powered aircraft flight operations, the likelihood of a mishap is greatest. To mitigate this risk, the FAA proposes a new, low powered surveillance system (LPSE) that will interface with aircraft equipped with current collision avoidance systems, such as Traffic Avoidance System (TAS), Traffic Alert and Collision

Avoidance System I and II (TCAS I) (TCAS II), and those aircraft equipped with ADS-B In and display capability. The FAA intends to hold a public meeting to facilitate a technical interchange with equipment manufacturers, potential users, and interested parties, to discuss technical LPSE design considerations. The FAA envisions a new TSO-C199, Low Powered Surveillance Equipment (LPSE) that will provide an effective way for gliders, balloons, and aircraft not originally certified with an electrical system to interface with current collision avoidance systems.

Issued in Washington, DC, on March 7, 2012.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-use Assurance; Seymour (Freeman) Municipal Airport, Seymour, IN

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use at the Seymour (Freeman) Field Municipal Airport in Seymour, Indiana. The proposal consists of 871 acres located outside of the fenced in portion of airport property. This land is currently being farmed. The entire 871 acres is part of Quitclaim Deed from the United States Department of Defense in 1941. It is the intent of the Seymour Airport Authority, as owner and operator of Seymour (Freeman) Municipal Airport (SER) to lease or sell the entire 871 acres as an industrial park. This notice announces that the FAA is considering the release of the subject airport property at Seymour (Freeman) Municipal Airport, from all federal land covenants. Approval does not constitute a commitment by the FAA to financially assist in disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA.