

reduce or retire indebtedness to a party in interest with respect to such plans.

By requiring that records pertaining to the exempted transaction be maintained for six years, this ICR insures that the exemption is not abused, the rights of the participants and beneficiaries are protected, and that compliance with the exemption's conditions can be confirmed. The exemption affects participants and beneficiaries of plans that are involved in such transactions as well as the party in interest.

II. Review Focus

The Department of Labor (Department) is particularly interested in comments that:

- Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- Enhance the quality, utility, and clarity of the information to be collected; and
- Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submissions of responses.

III. Current Actions

The Office of Management and Budget's (OMB) approval of this ICR will expire on January 31, 2004. After considering comments received in response to this notice, the Department intends to submit the ICR to OMB for continuing approval. No change to the existing ICR is proposed or made at this time.

Agency: Employee Benefits Security Administration, Department of Labor.

Title: Prohibited Transaction Class Exemption 80-83; Securities Purchases for Debt Reduction or Retirement.

Type of Review: Extension of a currently approved collection of information.

OMB Number: 1210-0064.

Affected Public: Individuals or households; Business or other for-profit; Not-for-profit institutions.

Respondents: 25.

Responses: 25.

Average Response Time: 5 minutes.

Estimated Total Burden Hours: 2 hours.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of the information collection request; they will also become a matter of public record.

Dated: October 21, 2003.

Gerald B. Lindrew,

Deputy Director, Office of Policy and Research, Employee Benefits Security Administration.

[FR Doc. 03-27109 Filed 10-27-03; 8:45 am]

BILLING CODE 4510-29-P

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice: 03-135]

Notice of Information Collection

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Notice of information collection.

SUMMARY: The National Aeronautics and Space Administration, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995 (Pub. L. 104-13, 44 U.S.C. 3506(c)(2)(A)).

DATES: All comments should be submitted within 60 calendar days from the date of this publication.

ADDRESSES: All comments should be addressed to Ms. Nancy Kaplan, Code AO, National Aeronautics and Space Administration, Washington, DC 20546-0001.

FOR FURTHER INFORMATION CONTACT: Ms. Nancy Kaplan, NASA Reports Officer, (202) 358-1372.

Title: GLOBE Program Evaluation.

OMB Number: 2700-.

Type of Review: New collection.

Need and Uses: The information collected is needed to guide implementation of the GLOBE Program based on feedback from participating teachers, students, and partners in order to help meet the Program's goal of improving student achievement in mathematics and science.

Affected Public: Individuals or households.

Number of Respondents: 2,361.

Annual Responses: 499.

Hours Per Request: 30-90 minutes each.

Annual Burden Hours: 373.

Frequency of Report: Once.

Patricia L. Dunnington,

Chief Information Officer, Office of the Administrator.

[FR Doc. 03-27075 Filed 10-27-03; 8:45 am]

BILLING CODE 7510-01-P

NATIONAL SCIENCE FOUNDATION

Notice of Intent To Prepare a Comprehensive Environmental Evaluation (CEE) for the Development and Implementation of Overland Traverse Capabilities in Antarctica

AGENCY: National Science Foundation.

SUMMARY: The National Science Foundation proposes to develop and implement overland traverse capabilities in Antarctica to meet various logistical and scientific goals of the United States Antarctic Program (USAP). The purpose of this Comprehensive Environmental Evaluation (CEE) is to identify the potential environmental impacts associated with USAP's performance of overland traverses and foster the development of a transportation strategy which optimizes a combination of airlift and overland traverse capabilities as conditions warrant.

The ability of the USAP to use overland traverses will enhance current logistical capabilities (e.g., transportation of cargo) by supplementing existing airlift mechanisms needed to support various facilities and science in Antarctica. In addition, the overland traverse capability will provide a continued means and expertise to support future advanced land-based scientific studies at remote locations in Antarctica. The methodology and equipment to conduct overland traverses in Antarctica is currently available. Various Antarctic Treaty nations, including the United States, have successfully performed traverses to meet numerous logistical and scientific goals.

The United States has periodically performed overland traverses in Antarctica on a limited basis since the 1957-58 International Geophysical Year (IGY). In recent years, the USAP has conducted annual overland traverses to resupply two small outlying facilities within 100 kilometers of McMurdo Station (i.e., Black Island Telecommunications Facility, Marble Point Refueling Facility). Since 1999, the U.S. has been a participant in the International Trans Antarctic Scientific Expedition (ITASE) along with 19 other nations and performed overland

traverses in Antarctica for research data gathering purposes.

The USAP intends to develop and utilize an overland traverse capability to cost-effectively complement existing airlift resources for the resupply of South Pole station, in the process develop the equipment, knowledge and expertise to complement the support for future scientific research similar to the recent ITASE experience. Each year, the USAP provides extensive logistical support to resupply existing facilities, establish or decommission temporary field camps, and provide specialized support to scientific research at numerous field sites. Because the overland traverse and airlift transport mechanisms are complementary, the USAP intends to fully develop the surface traverse capability and utilize one or a combination of the two, depending on the specific needs of the mission and the environmental conditions.

For example, the USAP currently relies exclusively on the use of ski-equipped LC-130 cargo aircraft to transport personnel, fuel, construction materials, and other supplies 1,600 kilometers from McMurdo Station to the Amundsen-Scott Station at the South Pole. The LC-130 aircraft transport cargo quickly and reliably but in the case of the South Pole, the aircraft consumes more fuel for each liter of fuel delivered vs the surface traverse. In other words, the benefits of the aircraft's speed in transporting cargo may be offset by its relatively high fuel consumption particularly when the time sensitive delivery of cargo is not a necessity. The USAP intends to have the overland traverse capability available and utilize it to transport cargo to the South Pole or other locations where airlift support may not be the optimum transport choice. In so doing, the USAP anticipates the increased availability of airlift support to expand science and related missions in Antarctica.

The Director of the Office of Polar Programs of the National Science Foundation intends to prepare a Comprehensive Environmental Evaluation (CEE) within the procedures of the Protocol on Environmental Protection to the Antarctic Treaty and consistent with implementing regulations for the National Environmental Policy Act (NEPA) for the decision to develop overland traverse capabilities in Antarctica.

DATES: The final Comprehensive Environmental Evaluation is expected to be available to the public approximately mid-January 2004. Comments on this notice of intent will be of most use if

they are received before December 10, 2003.

ADDRESSES: Written comments should be submitted to: Dr. Polly A. Penhale, Program Manager, Office of Polar Programs, Room 755, National Science Foundation, 4201 Wilson Boulevard, Arlington, VA 22230.

FOR FURTHER INFORMATION CONTACT: Dr. Polly A. Penhale at the Office of Polar Programs, National Science Foundation TEL: (703) 292-8033, FAX: (703) 292-9080, EMAIL: ppenhale@nsf.gov.

SUPPLEMENTARY INFORMATION: The National Science Foundation (NSF) manages and funds United States activities in Antarctica. The NSF is responsible for the U.S. Antarctic Program (USAP) as well as operation of three active U.S. research stations in Antarctica and a number of outlying facilities and unmanned instrumentation sites. These facilities are operated to support research efforts in aeronomy and astrophysics, biology and medicine, ocean and climate studies, geology and geophysics, glaciology and the Long-Term Ecological Research (LTER) program. McMurdo Station is the USAP's largest facility and a central supply hub supporting many of these outlying facilities.

Each year the USAP operates various aircraft in Antarctica to logistically support scientific research on the continent. The USAP operates ski-equipped LC-130 Hercules aircraft (for heavyweight or bulky cargo missions) as well as DeHavilland Twin Otter aircraft. Helicopters are also operated and, due to their limited range and transport capability, are primarily assigned missions in the McMurdo area and Dry Valleys. The aircraft are only flown during the austral summer operating season, typically from October through February. In general, larger field camps that are used as base facilities for scientific research activities are only established at locations which can be safely accessed by aircraft, while smaller field camps (i.e., tent camps) may be supported by aircraft or small tracked vehicles (e.g., Spryte, Piston Bully, snowmobiles) operating from a base camp.

The LC-130 is the largest ski-equipped cargo aircraft available to the USAP that is capable of operating on snow-covered field sites in Antarctica. The LC-130 has 105 m³ of cargo space (12.3 m long, 3.1 m wide, 2.7 m high) and can safely transport up to and 11,800 kg of cargo.

During the past several years, the USAP has operated an average of 400 LC-130 missions per year representing

approximately 3,000 flight hours. The majority of these LC-130 missions were conducted at the South Pole (280 missions), while the remainder (120 missions) were flown to a variety of locations providing support to outlying facilities and research activities. The Amundsen-Scott Station is supported exclusively by the LC-130 aircraft and in recent years has received 3,500,000 kilograms of cargo annually. The surface capability would change the ratio of missions.

The USAP currently maintains a limited overland traverse capability. Traverses are performed annually to resupply the Black Island Telecommunications facility, located approximately 35 kilometers from McMurdo Station, and the Marble Point Refueling Facility, approximately 100 kilometers from McMurdo. Since 1999, the U.S. has participated in traverse activities for scientific research applications (ITASE). To support the ITASE science traverse, LC-130 aircraft provided airdrops of fuel and other materials at strategic locations in the field.

The USAP is currently engaged in a "proof of concept" program to evaluate equipment and procedures needed to support a traverse capability and a route from McMurdo Station to the South Pole over the Leverett Glacier. Based on the experience gained through the proof of concept and from previous traverses conducted by the U.S. and other nations, the USAP intends to develop a traverse capability and enhance the program's transportation strategy by optimally combining airlift and overland traverse capabilities to suit the specific needs and conditions of the mission. In addition, the successful development of overland traverse resources may allow the USAP to provide logistical support or perform research activities at locations or during time periods which are not currently possible.

Relative to this environmental review, the scale of an overland traverse intended to be used for resupply or scientific research missions would typically include several motorized tracked vehicles towing sleds or trailers which contain fuel for the tractors, living and working modules for the traverse personnel, and cargo. Overland traverses used for resupply missions would typically follow established routes. Traverses used for scientific purposes would follow routes based on the intended research and may depend on airdrops or strategically placed caches for periodic resupply.

Each traverse would have the resources and equipment to refuel the

tractors, perform routine maintenance, and collect all wastes (e.g., nonhazardous, hazardous, sanitary) for subsequent disposition at supporting stations. In some cases, sanitary wastewater may be discharged in snow covered areas as allowed by the Antarctic Treaty.

Alternative A for the proposed action involves the USAP's development of a traverse capability and the routine use of this resource to optimally complement existing airlift support mechanisms. Other alternatives considered in this environmental review include the development of the traverse capability and use of it on a minimal frequency basis only (Alternative B), or under reduced intensity operating conditions (Alternative C), or with minimal support from remote resources in the field such as caches, depots, or airdrops (Alternative D). Although it may be possible to operate overland traverses only on established routes (Alternative E) this could preclude or severely limit the use of traverses for scientific research applications. The No Action Alternative, that is not proceeding with development of an overland traverse capability, is Alternative F. Several other alternatives were identified but were eliminated from detailed analysis because they either failed to meet the required level of performance or the specific parameters needed to identify and evaluate all associated environmental impacts could not be adequately identified.

The potential environmental impacts of the proposed action that will be identified and evaluated in detail in the Comprehensive Environmental Evaluation include:

- Physical disturbance to the snow and ice environment
- Air emissions
- Releases to the snow and environment
- Impacts to McMurdo Station operations
- Impacts to operations at other USAP facilities
- Impacts to other scientific research in the USAP

Selected mitigating measures, representing specific actions or options that would be taken to reduce or avoid impacts to the environment, will be identified in the Comprehensive Environmental Evaluation, as well as additional measures that will be under consideration during the implementation of the Project activities.

The public is invited to comment on any aspect of the proposal. The comment period on the draft comprehensive environmental

evaluation will be a minimum of 90 days from the date the National Science Foundation publishes the notice of availability in the **Federal Register**.

Polly A. Penhale,

Program Manager.

[FR Doc. 03-27156 Filed 10-27-03; 8:45 am]

BILLING CODE 7555-01-U

NUCLEAR REGULATORY COMMISSION

[Docket No. 040-08838]

Notice of Consideration of Amendment Request for the Jefferson Proving Ground Site and Opportunity for a Hearing

The U.S. Nuclear Regulatory Commission (NRC) is considering issuance of a license amendment to Source Materials License SUB-1435 issued to the U.S. Army for the Jefferson Proving Ground site in Madison, IN. On September 22, 2003, NRC received a request from the Army for a license amendment that would create a 5-year renewable possession-only license. On October 21, 2003, NRC determined that the information provided by the Army was sufficient to begin a technical review. The technical review may identify omissions in the submitted information or technical issues not identified in the administrative acceptance review that require additional information.

If the NRC approves this request, the approval will be documented in a license amendment to NRC License SUB-1435. However, before approving the proposed amendment, the NRC will need to make the findings required by the Atomic Energy Act of 1954, as amended, and NRC's regulations. These findings will be documented in a safety evaluation report and either an environmental assessment or an environmental impact statement.

NRC hereby provides notice that this is a proceeding on an application for an amendment of a license falling within the scope of subpart L, "Informal Hearing Procedures for Adjudication in Materials Licensing Proceedings," of NRC's rules of practice for domestic licensing proceedings in 10 CFR part 2. Pursuant to § 2.1205(a), any person whose interest may be affected by this proceeding may file a request for a hearing in accordance with § 2.1205(d). A request for a hearing must be filed within thirty (30) days of the date of publication of this **Federal Register** notice.

The request for a hearing must be filed with the Office of the Secretary by

mail or facsimile (301-415-1101) addressed to: The Rulemaking and Adjudications Staff of the Office of the Secretary, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001 Attention: Rulemakings and Adjudications Staff; or by e-mail to hearingdocket@nrc.gov. The request may also be filed by personal delivery to the Rulemaking and Adjudications Staff at One White Flint North, 11555 Rockville Pike, Rockville, MD 20852, between 7:45 a.m. and 4:15 p.m. Federal workdays.

In accordance with 10 CFR 2.1205(f), each request for a hearing must also be served, by delivering it personally, or by mail, to:

1. The applicant, Department of the Army, U.S. Army Chemical Materials Agency, 5183 Blackhawk Road, Aberdeen Proving Ground, MD 21010-5424, Attention: Dr. John Ferriter, and,

2. The NRC staff, by delivery to the Office of the General Counsel, One White Flint North, 11555 Rockville Pike, Rockville, MD 20852, between 7:45 a.m. and 4:15 p.m. Federal workdays, or by mail, addressed to the Office of the General Counsel, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001. Because of the continuing disruptions in the delivery of mail to United States Government offices, it is requested that requests for hearing also be transmitted to the Office of the General Counsel, either by means of facsimile (301-415-3725), or by e-mail to OGCMailCenter@nrc.gov.

In addition to meeting other applicable requirements of 10 CFR Part 2 of NRC's regulations, a request for a hearing filed by a person other than an applicant must describe in detail:

1. The interest of the requester in the proceeding;

2. How that interest may be affected by the results of the proceeding, including the reasons why the requester should be permitted a hearing, with particular reference to the factors set out in § 2.1205(h);

3. The requester's areas of concern about the licensing activity that is the subject matter of the proceeding; and,

4. The circumstance establishing that the request for a hearing is timely in accordance with § 2.1205(d).

FOR FURTHER INFORMATION CONTACT: The application for the license amendment and supporting documentation are available for inspection and copying from the Publicly Available Records (PARS) component of NRC's document system (ADAMS) under accession number ML032731017. ADAMS is accessible from the NRC Web site at