

Street, New York, NY 10007; the St. George Public Library, 5 Central Avenue, Staten Island, NY 10301; and the Middletown Public Library, 55 New Monmouth Road, Middletown, NJ 07748.

FOR FURTHER INFORMATION CONTACT:
LCDR Dan Takasugi, Executive Officer, Civil Engineering Unit Providence, (401) 736-1776.

Request for Comments

Copies of the EA and draft FONSI are available as described under **ADDRESSES**. The Coast Guard encourages interested persons to comment on these documents. The Coast Guard will consider these comments prior to making a decision to implement closure and relocation actions.

Background

Governors Island is located in New York Harbor, south of Manhattan and west of Brooklyn. It houses a large U.S. Coast Guard (USCG) facility, Support Center New York, and a number of tenant commands. The 172-acre island is surrounded by a seawall and is accessed by ferry from Manhattan.

The USCG is looking for a means to reduce its annual operating costs and closure of the Governors Island facility is intended to partially fulfill that goal. The USCG functions at Governors Island would be relocated off the island.

This Environmental Assessment (EA) was prepared pursuant to the National Environmental Policy Act (NEPA) of 1969 and evaluates the potential environmental impacts of closure of Coast Guard facilities at Governors Island. It also evaluates the potential environmental impacts of relocating these facilities to other sites in the New York Harbor region including: land use; infrastructure (traffic and utilities); public services; public health and safety; noise; air quality; geology and soils; water resources; biological resources; cultural resources; and socioeconomics.

Those facilities on Governors Island which provide service to the New York Harbor region would be relocated to other facilities within the New York Harbor region located at the Battery Park Building, Military Ocean Terminal Bayonne, Rosebank, Wadsworth, and Sandy Hook. The description of the relocation sites is as follows:

(a) The Battery Park Building: The proposed action would relocate various local functions from Governors Island to the Battery Park Building in Manhattan. This would include offices for the Coast Guard Auxiliary, Recruiting, Law Enforcement, Licensing and Inspection, and Automated Mutual Assistance

Vessel Rescue System (AMVER) programs. No vessels would be relocated from Governors Island to the Battery Park Building. The building would be renovated but no building demolition or construction would be involved.

(b) Military Ocean Terminal Bayonne, NJ: The proposed action would relocate the Aids to Navigation Team (ANT) and nine Coast Guard vessels currently stationed at Governors Island to Bayonne, New Jersey. Cutters that would be relocated at Bayonne include the U.S. Coast Guard (USCGC) RED BEECH (a 157-foot buoy tender), USCGC PENOBSCOT BAY (a 140-foot cutter), USCGC STURGEON BAY (a 140-foot cutter), two 65-foot tugboats, two 46-foot buoy tenders, and two 21-foot vessels. Construction activities would include wharf improvements, new floating docks, a new fuel system, and new shore ties. A new building would be constructed for the ANT team for new facilities, storage, and parking. Storage areas would be used for hazardous materials (batteries, paints, solvents, and lubricants) and storage for vehicles, trailer-mounted vessels, and ANT supplies.

(c) Rosebank, Staten Island: The proposed action would relocate Station New York from Governors Island to Rosebank on Staten Island. Six search and rescue vessels and related equipment would be relocated at Rosebank. New construction would include the replacement of existing piers, the addition of wave screens, and the addition of a new fueling system for these vessels. Two buildings would be demolished and replaced, and existing housing in two other buildings would be renovated.

(d) Wadsworth, Staten Island: The proposed action would relocate Group New York administrative offices, the Vessel Traffic Service (VTS) control room, and the Marine Safety Office to Wadsworth on Staten Island. No vessels would be relocated to this facility. Construction activities would include the renovation of one building and a portion of an existing building, and the demolition of three buildings for new parking areas.

(e) Sandy Hook, NJ: The proposed action would relocate Group New York engineering functions to Sandy Hook, in New Jersey. No vessels would be relocated to this facility.

Construction activities would include the renovation of the Administrative building and boathouse, demolition of the Maintenance and Repair building, the construction of a new Group Engineering building, and parking improvements.

Two alternatives for the closure of Coast Guard facilities at Governors Island are discussed in the Environmental Assessment: closure with standard maintenance, and closure with basic maintenance. Under both alternatives, the relocation of tenant commands would be the same. The standard maintenance alternative would provide utility maintenance, full-time fire and security service, and full building maintenance, consistent with the historic landmark maintenance plan. The basic maintenance alternative would limit government maintenance expenditures to the least amount feasible. A third alternative, the no action alternative, assumes the continued operation of Support Center New York on Governors Island.

The standard maintenance alternative is the preferred alternative. This alternative was determined to have no significant environmental impacts. Consequently, preparation of an Environmental Impact Statement is not required to implement this alternative.

Kent H. Williams,

Vice Admiral, U.S. Coast Guard, Chief of Staff.

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Federal Aviation Administration

[Change to AC No. 120-42A]

Proposed Appendix 7, Reduction of Operator's Inservice Experience Requirement Prior to the Granting of an ETOPS Operational Approval [Accelerated ETOPS Operational Approval], to Advisory Circular 120-42A, Extended Range Operation with Two-Engine Airplanes (ETOPS).

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comments on proposed Appendix 7 to AC 120-42A.

SUMMARY: Appendix 7 has been developed as an alternate way for air carriers to make ETOPS application as specified in Advisory Circular 120-42A.

DATES: Comments must be submitted on or before July 17, 1995.

ADDRESSES: Send all comments and requests for copies of the proposed Appendix 7 to: Federal Aviation Administration, Program Management Branch, AFS-260, 800 Independence Avenue SW., Washington, DC 20591; or deliver comments to this same address, Room 834.

FOR FURTHER INFORMATION CONTACT: Eric van Opstal, AFS-260, at the above address; telephone (202) 267-3774.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Comments on the Accelerated-ETOPS Appendix 7 are solicited, and may be mailed or delivered to the address stated above. Comments may also be electronically uploaded to the FAA, AFS-200 Computer Bulletin Board System (BBS). The telephone number to access the AFS-200 BBS is (202) 267-5231. Comments received through the BBS will be printed in hard copy and maintained on file. Copies of this document may also be received by contacting the office at the above address.

Background

AC 120-42A provides criteria and guidance for the amount of operational inservice experience on specific airframe/engine combination by air carriers in order to obtain FAA operational approval for various levels of ETOPS. There are three levels of ETOPS operational approval. Each level is based on the one engine inoperative diversion time in minutes that the airplane may operate from a suitable alternate landing field.

—75-minute extended range operation may be approved for air carriers with minimal or no inservice experience with the airframe/engine combination.

—120-minute extended range operations may be granted air carriers that have previously gained 12 consecutive months of operational inservice experience with the airframe/engine combination.

—180-minute extended range operations may be granted air carriers that have previously gained 12 consecutive months of operational inservice experience with the specified airframe/engine combination in conducting 120-minute extended range (ETOPS) operations.

The material in Appendix 7 would provide guidance for air carriers that wish to apply an accelerated approach in obtaining higher levels of ETOPS diversion authority. Advisory Circular 120-42A, paragraph 9b, allows for a reduction of the specified inservice experience guidelines with the concurrence of the Flight Standards Service Director.

The Appendix 7 material was jointly developed by participants from the airline industry and manufacturing, the FAA, and other State regulatory authorities. The material has been coordinated and harmonized with the European Joint Aviation Authorities (JAA). The FAA and JAA have agreed that Appendix 7 provides an acceptable

means for air carriers to apply for an Accelerated-ETOPS program.

Issued in Washington, D.C., on May 17, 1995.

William J. White,

Deputy Director, Flight Standards Service.

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Approval of Revision to the Approved Noise Compatibility Program for San Diego International Airport-Lindbergh Field, San Diego, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Revision to the Approved Noise Compatibility Program submitted by the San Diego Unified Port District for San Diego International Airport—Lindbergh Field (SAN), San Diego, California, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as “the Act”) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non-federal responsibilities in Senate Report No. 96-52 (1980). This revision was submitted subsequent to a determination by the FAA that associated Noise Exposure Maps, submitted under 14 CFR Part 150, were in compliance with applicable requirements effective January 30, 1989. On May 11, 1995, the Assistant Administrator for Airports approved the revision to the Noise Compatibility Program for SAN. This revision provides sound attenuation of four public schools and one private school all located within the 65 dB CNEL contour.

EFFECTIVE DATE: The effective date of the FAA's approval for the Revision to the Approved NCP San Diego International Airport's revised Noise Compatibility Program is May 11, 1995.

FOR FURTHER INFORMATION CONTACT:

Charles B. Lieber, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007. Telephone number (310) 297-1621. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval of the Revision to the Approved Noise Compatibility Program for San Diego International Airport-Lindbergh Field, effective May 11, 1995.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (herein after referred to as the “Act”), an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non compatible land uses and prevention of additional non compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal Program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non compatible land uses around the airport and preventing the introduction of additional non compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal government and;

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in