

[NV-943-1430; N-61025]

**Non-Competitive Sale of Public Lands in Nye County, NV****AGENCY:** Bureau of Land Management.

The Notice of Realty Action published on September 24, 1996, in the Federal Register on page 50050, is hereby amended to include the NE $\frac{1}{4}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ , N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ , and N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$  of section 33, T. 20 S., R. 54 E., MDM. The acreage described is increased to 325, more or less. However, State Route 160 will continue to be the southern boundary of the sale.

Dated: October 3, 1996.

Ted S. Milesnick,

*Acting District Manager, Las Vegas, NV.*

[FR Doc. 96-27362 Filed 10-24-96; 8:45 am]

BILLING CODE 4310-HC-M

[AZ-050-96-1610]

**Notice of Availability of a Proposed Yuma District Resource Management Plan Amendment, Finding of No Significant Impact, and Environmental Assessment****AGENCY:** Bureau of Land Management, Interior.**ACTION:** Notice of availability, notice of comment period, notice of protest period.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969, the Bureau of Land Management, Yuma District, Havasu Field Office, has prepared a Yuma District proposed plan amendment and environmental assessment (EA) that assesses the impacts of a proposed transmission line between Kingman, Arizona and Lake Havasu City, Arizona. The 230 kV transmission line has been proposed to go through the Crossman Peak Natural Scenic Area. This EA describes and analyzes the proposed project and project alternatives, including the no action option. Furthermore, the route through the Crossman Peak Natural Scenic area, if approved, will involve amending the Yuma District Resource Management Plan. This notice is intended to invite the public to comment on the analysis of impacts presented in the proposed plan amendment and EA.

**DATES:** Written comments will be accepted for up to 30 days following the publication of this notice. Any comments received by the close of the comment period will be evaluated and those letters that identify issues, where

clarification or discussion is required, will be addressed in the Decision Record (DR). Copies of this DR will be provided to any person or agency commenting, or to other interested parties, upon written request. Furthermore, the resource management planning process includes an opportunity for administrative review through a plan protest to the BLM Director. Only those persons or organizations who participated in the planning process leading to this proposed plan amendment may protest. The subject of the proposed plan amendment is the route through the Crossman Peak Natural Scenic Area, therefore, this is the only route that may be protested. The protest period extends for 30 days from the date of publication of this notice. Protest must be made in accordance with the provisions of 43 CFR 1610.5-2. Comments on the overall project should be sent to the Havasu Resource Area office at the address listed below. Protest letters concerning the route across the Crossman Peak Natural Scenic area should be sent to the Director of the BLM, Department of the Interior, Bureau of Land Management, 1849 C Street N.W., Washington D.C. 20240.

**ADDRESSES:** Send comments on the overall project to: Bureau of Land Management, Kingman Field Office, 2475 Beverly Avenue, Kingman, Arizona, 86401.

**FOR FURTHER INFORMATION CONTACT:** Bill Wadsworth Realty Specialist, Kingman Field Office. Telephone: (520) 757-3161.

**SUPPLEMENTARY INFORMATION:** The planning area is located in northwestern Arizona. The proposed plan amendment is part of an overall project which proposes construction of a transmission line between Kingman and Lake Havasu City. Based on the issues and concerns identified during scoping, the EA focuses on impacts to wildlife management, visual quality, unique vegetation, Native American religious concerns, access, and urban planning. The proposed plan amendment is needed because one alternative route goes through the Crossman Peak Natural Scenic Area. A portion of another alternative route is within the city limits of Lake Havasu City, Arizona. The primary concerns for the route through the Scenic Area are the impacts on visual quality and the potential impact to Native American religious concerns. The issues for the other alternative deal mostly with the proximity of the route to Lake Havasu City, Arizona. For all routes it is anticipated that a Finding of No Significant Impact (FONSI) will be

issued. The rationale for issuing a FONSI will be based on the analysis and mitigation measures described in the Proposed Plan Amendment and Environmental Assessment.

Dated: October 17, 1996.

Michael A. Ferguson,

*Acting State Director, Arizona.*

[FR Doc. 96-27271 Filed 10-24-96; 8:45 am]

BILLING CODE 4310-32-P

**National Park Service****Submission of Study Package for Office of Management and Budget Review Opportunity for Public Comment****AGENCY:** Department of the Interior, National Park Service, Big Cypress National Preserve.**ACTION:** Notice and request for comments.

**ABSTRACT:** The National Park Service (NPS) and Virginia Polytechnic Institute and State University propose to conduct a survey of the current amount and distribution of Off-Road Vehicle (ORV) use within the Big Cypress National Preserve. The goal is to learn about this use with respect to vehicle type, recreation activity type, and management unit location of use. Results will be used by park planners, park managers, and members of the public in considering alternative ORV management options. The study package including two proposed survey questionnaires has been submitted to the Office of Management and Budget for review.

**SUMMARY:** Under the provisions of the Paperwork Reduction Act of 1995 and 5 CFR Part 1320, Reporting and Record Keeping Requirements, the NPS invites public comment on a proposed information collection request (ICR). Comments are invited on: (1) The need for the information including whether the information has practical utility; (2) the accuracy of the reporting burden estimate; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) ways to minimize the burden of the information collection on respondents, including the use of automated collection techniques or other forms of information technology.

The primary purpose of the proposed ICR is to document the current amount and distribution of ORV use, by vehicle type, recreation activity type, and management unit, within the Preserve. Existing use patterns are inadequately documented. Data gathered will be summarized and incorporated into the