

Endangered Species Act; Fish and Wildlife Conservation Act; Clean Water Act; and Comprehensive Environmental Response and Liability Act.

Other alternatives for shipboard solid waste and waste oil handling considered by the Coast Guard were: (1) No Action; (2) Retention and Transfer; (3) Recycling; and (4) Volume Reduction by using Compactors, Pulpers, and Shredders. These alternatives do not provide a complete solution to the problem, since either the waste still requires some storage on board, or the waste is discharged at sea without sufficient treatment. Therefore, incineration was selected as the preferred alternative.

The EA investigated impacts of incineration on the physical environment (hydrologic and geographic features); biological environment (marine mammals, sea turtle, fish, invertebrates, coastal and marine birds, plankton, and benthos); and the atmosphere (ambient air quality, global warming, and ozone depletion). These factors were considered for all areas of operation, including MARPOL special areas.

Air emission tests were conducted on a prototype incinerator, installed on a Coast Guard cutter. Carbon monoxide (CO), Nitrogen oxides (NO_x), Sulphur dioxide (SO₂), Volatile organic compounds (VOCs), Dioxins and Trace metals in the flue were measured and analyzed. Residue ash was analyzed for trace metals. All analyzed constituents were found to be below the International Maritime Organization (IMO) shipboard incinerator standards and Environmental Protection Agency (EPA) standards for municipal incinerators. An air dispersion model was used to analyze the impact of trace pollutants on the sea surface. The concentrations were insignificant.

The EA concludes that the concentrations of pollutants generated by the proposed installation of incinerators on board certain classes of Coast Guard cutters are low enough that the physical, biological, and atmospheric effects on the marine environment are significant for all areas of operation. Consequently, an Environmental Impact Statement is not required.

Dated: September 19, 1996.

Gregory B. Kirkbride,

CDR, USCG, USCG Engineering Logistics Center, Environmental Branch.

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[CGD 96-062]

Natural Gas as Fuel in Marine Applications

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting; request for comments.

SUMMARY: The Coast Guard is studying the use of compressed natural gas (CNG) and liquefied natural gas (LNG) as fuel aboard commercial ships. Use of these types of fuel offers the opportunity to decrease harmful engine exhaust emissions and reduce the potential for oil spills.

DATES: A public meeting will be held on Tuesday, January 14, 1997. Comments must be received before Monday, February 3, 1997.

ADDRESSES: The meeting will be held at the Nassif Building, 400 Seventh Street S.W., Washington, DC 20590-0001. Written comments may be mailed to Commandant (G-MSE-3), U.S. Coast Guard, 2100 Second Street, SW., Washington, DC 20593-0001, or faxed to 202-267-4816.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander R.K. Butturini, Mr. Wayne Lundy or Ensign Felicia K. Ryzdewski, Systems Engineering Division, Commandant (G-MSE-3), room 1300, telephone (202) 267-2206 between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: The Coast Guard is responsible for establishing safety standards for commercial vessels. As a result of concern over marine engine emissions, there has been growing interest in the shipping industry for the use of CNG and LNG as fuel. These fuels burn cleaner than oil fuels and may be more economical in some applications.

One U.S. commercial vessel is currently operating with CNG fuel. The Coast Guard wants to use the lessons learned from this operation, along with public comments, to evaluate the feasibility of future applications for both CNG and LNG as fuel on commercial vessels. Therefore, the Coast Guard is soliciting public comment regarding the use of CNG and LNG as fuel, particularly with respect to the potential pollution hazards, the type of vessels where use of CNG and LNG may be feasible, and current shoreside use of CNG and LNG for transportation.

Dated: November 19, 1996.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

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Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Hartsfield Atlanta International Airport, Atlanta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Hartsfield Atlanta International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before December 26, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Campus Building, 1701 Columbia Ave., Suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Art Bacon, Airport Business Manager of the city of Atlanta's Department of Aviation at the following address: Mr. Art Bacon, Airport Business Manager, Hartsfield-Atlanta International Airport, P.O. Box 20509, Atlanta, GA 30320.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Atlanta's Department of Aviation under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Southern Region, Atlanta Airports District Office, Ms. Lee Kyker, Program Manager, 1701 Columbia Ave., Suite 2-260, College Park, GA 30337-2747.

The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Atlanta Hartsfield International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 18, 1996 the FAA determined that the application to impose and use the revenue from a PFC