

on the final PEA, the Coast Guard makes a finding of no significant impact (FONSI) for the proposed NDSMP Action.

ADDRESSES: The FONSI and final PEA are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, Room PL 401, 400 Seventh Street SW., Washington DC, between the hours of 9 a.m. and 5 p.m. Monday through Friday, except Federal holidays. The telephone number to the Docket Management Facility is (202) 366-9329. You may also access the final PEA and FONSI on the Internet at the Web Sites: <http://dms.dot.gov> and <http://ndsmg.spawar.navy.mil>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Mr. Gerald Busch, Commandant (G-AIR), U.S. Coast Guard, 2100 Second Street SW, Washington, DC. 20593-0001, telephone: (202) 267-2643. For questions on viewing this docket contact Dorothy Walker, Chief, Dockets, Department of Transportation, telephone (202) 366-9329.

SUPPLEMENTARY INFORMATION: The final PEA is based on the draft PEA, which was published in the **Federal Register** on June 5, 1998 (63 FR 30803), and reflects, as appropriate, comments received on the draft PEA.

Dated: January 11, 1999.

R.J. Casto,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Acquisition.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare a Supplemental Environmental Assessment for the Proposed Actions Related to the Grand Canyon National Park and To Conduct Scoping

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent; request for comment.

SUMMARY: The FAA, in cooperation with the Department of the Interior (DOI), announces its intent to prepare a Supplemental Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended and applicable environmental laws, regulations and orders. This supplemental EA will address the following proposed actions: 1) new and modifications to existing air tour routes

for commercial aircraft operating in the Special Flight Rules Area (SFRA) in the vicinity of Grand Canyon National Park (GCNP), identified as Special Federal Aviation Regulation Number 50-2 (SFAR 50-2); 2) new and modifications to the airspace in the SFRA; and, 3) a limitation on the number of operations by commercial air tour aircraft in the SFRA. These actions represent concepts that are presently under consideration by the FAA. Any changes to the airspace or the air tour routes will be subject to the public notice and comment procedures.

DATES: Written comments must be received on or before March 5, 1999. Questions concerning the supplemental EA or the process being applied by the FAA should be directed to William J. Marx at the address listed below or at (202) 267-3075.

ADDRESSES: Comments on this Notice of Intent may be delivered or mailed, in triplicate, to: Federal Aviation Administration, Attention: William J. Marx, Air Traffic Airspace Management, Environmental Programs Division, ATA-300, 800 Independence Avenue, SW., Washington, DC 20591. Comments may be examined at the above address between 9 a.m. and 4 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: William J. Marx in writing at the above address or via telephone at (202) 267-3075.

SUPPLEMENTARY INFORMATION: Based upon further discussions with interested parties and consultation with Native American tribal representatives, the FAA and DOI are specifically considering new commercial air tour routes in the Sanup area and expanding the Desert View Flight Free Zone further east. To a greater degree than existing and prior proposed commercial air tour routes, these proposed actions would minimize impact on traditional cultural properties that were identified during consultation with Native American tribal representatives pursuant to Section 106 of the National Historic Preservation Act. The scoping process will consist of a public comment period for involved and interested agencies and persons to submit written comments representing the concerns and issues they believe should be addressed in the supplemental EA.

Background

On May 12, 1997 (62 FR 38233; May 15, 1997) the FAA issued a Notice proposing to modify two flight free zones (FFZ) within GCNP with two corridors through the FFZ. On July 10, 1998 (63 FR 38233; July 15, 1998) the

FAA, in consultation with DOI, withdrew this NPRM because the agencies determined not to proceed with an air tour route in the vicinity of National Canyon and were considering alternatives to this route. In addition, a companion document to 63 FR 38233 was published in the **Federal Register** that amended the Notice No. 96-15 (Noise Limitations NPRM), by removing two sections, which first proposed a National Canyon Corridor (63 FR 38232; July 10, 1998). For a comprehensive history of actions taken and proposed between December 1996 and May 1997, please see the NPRM to extend SFAR 50-2 (63 FR 67544; December 7, 1998).

The Supplemental EA

Information, data, opinions, and comments obtained throughout the course of the scoping process may be used in the preparation of the supplemental EA. The purpose of this Notice of Intent is to inform the public and local, State, and Federal government agencies that a supplemental EA will be prepared. Also to provide those interested with an opportunity to present their opinions, comments, information, or other relevant observations concerning alternatives and potential environmental impacts relating to implementation of these proposals, particularly in the Sanup area. The proposed actions are concepts presently under consideration by the FAA and DOI.

There is currently a cap on the number of commercial sightseeing aircraft that can operate in the SFRA (61 FR 69317; December 31, 1996). The FAA is also considering rulemaking to establish a cap on the number of flights that these sightseeing aircraft can operate.

To maximize the opportunities for public participation in this environmental process, the FAA will mail copies of this Notice and a graphic (labeled for planning purposes only) showing the proposed changes to the air tour routes and proposed modifications to the airspace to those parties listed in Appendix A of the October 17, 1997 Written Reevaluation. The graphic containing the proposed air tour route changes and airspace modifications is not being published in today's **Federal Register** due to the detail on the charts. Again these proposed actions represent a concept presently under consideration by the FAA and DOI. Any changes to the airspace configuration or the air tour routes will be subject to public notice and comment procedures.

In addition, the FAA will utilize for scoping the public comments on the

Grand Canyon Final Rule, the Notice of Availability of Proposed Commercial Air Tour Routes, and the Notice of Proposed Rulemaking (NPRM), each dated December 31, 1996, the Notice of Proposed Rulemaking for Establishment of Corridors in the GCNP SFRA and the Notice of Availability of Commercial Air Tour Routes, both dated May 15, 1997, the Notice of Clarification dated October 31, 1997, the Notice of Meeting [Flagstaff] dated April 10, 1998 (63 FR 18964; April 15, 1998) and the final Environmental Assessment and written reevaluations prepared in support of these Notices and rulemaking documents.

The commercial air tour routes will be issued for public comment in a Notice of Availability of Proposed Air Tour Routes concurrently with Notices of Proposed Rulemaking for the airspace modification and limitation on operations.

The FAA expects to issue the supplemental EA in the summer of 1999, concurrently for public comment with these documents. The FAA plans to provide a period of sixty days for public comment on the supplemental EA. The public will be notified about the availability of the supplemental EA for comment through the **Federal Register** and other appropriate media.

Any person may have their name added to the mailing list, receive a copy of the graphic containing the proposed changes and modifications, and/or obtain a copy of the supplemental EA when it becomes available, by submitting a request to the FAA contact identified above.

Issued in Washington, D.C. on February 3, 1999.

William J. Marx,

*Manager, Environmental Programs Division,
Office of Air Traffic Airspace Management.*
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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-99-5020]

Reports, Forms, and Record Keeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal Agency can collect certain information from the public, it must receive approval from the Office of Management and the

Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal Agencies must solicit public comment on proposed information collections, including extensions and reinstatements of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before April 9, 1999.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, SW, Plaza 401, Washington, DC 20590. Docket No. NHTSA-99-5020.

FOR FURTHER INFORMATION CONTACT: Paul J. Tremont, Ph.D., Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), Washington, DC 20290, telephone 202-366-5587.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing for a 60-day comment period and to allow for consultation with affected agencies and members of the public concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) 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;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methods and assumptions;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In response to these requirements, NHTSA asks for public comment on the following proposed collection of information:

National Survey of Drinking and Driving Attitudes and Behavior: 1999

Type of Request—New information collection requirement.

OMB Clearance Number—None.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—February 28, 2000

Summary of the Collection of Information

In 1991, NHTSA conducted the first in a series of biennial surveys of the driving-aged public (aged 16 or older) to identify patterns and trends in public attitudes and behaviors towards drinking and driving. The proposed study, to be administered in the 3rd quarter of 1999, and the fifth in this series of biennial surveys, will collect data on topics included in the first four studies (and several additional topics), including: frequency of drinking and driving and of riding with an impaired driver, ways to prevent drinking and driving, enforcement of drinking driving laws including the use of sobriety checkpoints, understanding of BAC levels and legal limits, and crash and injury experience.

The survey will be administered by telephone to a national probability sample of the driving age public (aged 16 years or older as of their last birthday). Participation by respondents is voluntary. The interview is anticipated to average 20-25 minutes; for non-drinkers and non-drivers the interview will average below 20 minutes, while for drinker-drivers it will average slightly over 20 minutes.

Interviewers will use computer assisted telephone interviewing to reduce survey administration time and to minimize data collection errors. A Spanish-language questionnaire and bilingual interviewers will be used to reduce language barriers to participation. All respondent's results will remain anonymous and completely confidential. Participant names are not collected during the interview and the telephone number used to reach the respondent is separated from the data record prior to its entry into the analytical database.

Description of the Need for the Information and Proposed Use of the Information

More than 327,000 persons were reported injured and more than 16,000 persons died in alcohol-related motor vehicle crashes in 1997, (Traffic Safety Facts: 1997, NHTSA-National Center for Statistics and Analysis). NHTSA is committed to the development of