

SUPPLEMENTARY INFORMATION: As part of the Oil Pollution Act of 1990. Congress passed the Oil Pollution Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, (the Act), Section 5002, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with the environmental concerns in the operation of terminal facilities and crude-oil tankers. Subsection 5002(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the terminal facilities in Cook Inlet (CI), in lieu of a council of the type specified in subsection 5002(d), if certain conditions are met.

The Act requires that the group enter into a contract to ensure annual funding, and that it receive annual certification by the President to the effect that it fosters the general goals and purposes of the Act, and is broadly representative of the communities and interests in the vicinity of the terminal facilities and Cook Inlet. Accordingly, in 1991, the President granted certification to the Cook Inlet Regional Citizen's Advisory Council (CIRCAC). The authority to certify alternative advisory groups was subsequently delegated to the Commandant of the Coast Guard and redelegated to the Commander, Seventeenth Coast Guard District.

On October 18, 2000, (65 FR 62407) the Coast Guard announced the availability of the application for recertification that it received from the CIRCAC and requested comments. Eight comments were received.

Discussion of Comments

Of the 8 comments received, all were supportive of recertification and noted the positive efforts, good communication, and broad representation of Cook Inlet communities as CIRCAC carries out its responsibilities as intended by the Act.

Upon review of the comments received regarding the CIRCAC's performance during the past year and the information provided by the RCAC in their annual report and recertification package the Coast Guard finds the CIRCAC meets the criteria established under the Oil Pollution Act, and that recertification in accordance with the Act is appropriate.

Recertification: By letter dated January 2, 2001, the Commander, Seventeenth Coast Guard certified that the CIRCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on August 31, 2001.

Dated: January 2, 2001.

T.J. Barrett,

U. S. Coast Guard, Commander, Seventeenth Coast Guard District.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-2001-8680]

Coast Guard Advisory to Recreational Boaters on Carbon Monoxide Hazard Caused by Generator Exhaust

AGENCY: Coast Guard, DOT.

ACTION: Consumer advisory notice.

SUMMARY: The Coast Guard advises owners and operators of boats to turn off gasoline-powered generators with transom exhaust ports when the swim platform on the stern is in use. The Coast Guard further advises that swimmers should not enter the cavity of a boat designed with a generator emitting exhaust into the cavity between the swim platform and the transom of the vessel. The Coast Guard is concerned about the serious health risk from carbon monoxide poisoning and seeks to prevent loss of life and personal injury.

FOR FURTHER INFORMATION CONTACT:

Philip Cappel, Chief, Recreational Boating Product Assurance Division, Commandant (G-OPB-3), 2100 Second Street SW., Washington, DC 20593, telephone (202) 267-0988, e-mail pcappel@comdt.uscg.mil. Documents mentioned in this notice as being available in the docket, are part of docket USCG-2001-8680 and 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 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

SUPPLEMENTARY INFORMATION: The Coast Guard was made aware of the deadly combination of generator exhaust and swim platforms through a September 2000 National Institute for Occupational Safety and Health (NIOSH) study of houseboat carbon monoxide deaths on Lake Powell in Arizona. The study showed that the particular design of the stern swim platform on certain models of houseboats created a cavity between the hull of the vessel and the swim platform where the gasoline-powered generator exhaust port is located. When

the generator is running the carbon monoxide buildup in this cavity, as well as the swim platform and rear deck space, is so high that it creates an imminent danger of death for anyone who enters the cavity even for a very short period of time. The common practice of keeping generators running to power air conditioning, entertainment centers, and electronic suites while moored or anchored has exacerbated the problem.

The Coast Guard has conducted a preliminary investigation into the problem and has issued a letter to all known houseboat manufacturers informing them of this hazard and soliciting their plans for reducing the danger.

The problem may not be confined to houseboats, however, since any boat with the generator exhaust located in the transom and a swim platform could present the same lethal hazard. The Coast Guard is expanding its investigation of this problem to include all types of boats.

Previous carbon monoxide warnings and educational materials have concentrated on the hazards created by the exhaust of the main propulsion engines while underway. Although these dangers still exist, the Coast Guard will develop new educational materials to emphasize the additional hazards of using a gasoline-powered generator, especially while not underway.

The Coast Guard warns all boaters that this is an extremely dangerous matter that could result in serious injury or death and advises all boat owners to heed this warning.

Dated: January 12, 2001.

John W. Whitehouse,

Captain, U.S. Coast Guard, Acting Assistant Commandant for Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement and Conduct Scoping for Air Traffic Procedural Changes Associated With the New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement and conduct scoping meetings.

SUMMARY: The Federal Aviation Administration (FAA), Eastern Region, is issuing this notice to advise the public, pursuant to the National Environmental Policy Act of 1969, as amended, (NEPA) 42 U.S.C. 4332(2)(C) that the FAA intends to prepare an Environmental Impact Statement (EIS) for the proposed New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project. This Notice of Intent is published as required by the President's Council on Environmental Quality (CEQ) Regulations implementing the provisions of NEPA, 40 CFR parts 1500–1508. The EIS will assess the potential environmental impacts resulting from proposed modifications to air traffic routings in the metropolitan New York and Philadelphia areas. Airports in this area include Newark International Airport, John F. Kennedy International Airport, La Guardia Airport, and the Philadelphia International Airport, as well as several regional (commuter) and general aviation use airports. The redesign project will examine the airspace surrounding area airports up to and including the high altitude enroute structure. The study area includes the State of New Jersey, and parts of New York, Connecticut, Pennsylvania and Delaware. All reasonable alternatives will be considered including a no-charge alternative/option. In order to ensure that all significant issues pertaining to the proposed action are identified, public participation, through public scoping meetings, will be held.

FOR FURTHER INFORMATION CONTACT: Ms. Moira Keane, Environmental Specialist, Federal Aviation Administration, Eastern Region Air Traffic Division, Airspace Branch, AEA-522.1, 1 Aviation Plaza, Jamaica, New York 11434-4809 (718) 553-4530.

SUPPLEMENTARY INFORMATION: The New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project encompasses a large geographic area, including the State of New Jersey, and parts of New York, Connecticut, Pennsylvania and Delaware. The airports in the study area are: Newark International Airport, John F. Kennedy International Airport, La Guardia Airport and Philadelphia International Airport as well as several regional (commuter) and general aviation use airports.

In response to the enormous flow of air traffic in the study area, the FAA is examining alternative ways to modify air traffic routes and procedures to reduce delays and pilot/controller workloads, while enhancing safety. The airspace redesign team is using

sophisticated modeling tools to develop viable air traffic control (ATC) alternatives to current operations. The FAA will examine methods that will take advantage of new and emerging ATC technologies, improved performance characteristics of modern aircraft, as well as improvements in navigation capabilities. The proposed project may include, but will not necessarily be limited to the following alternatives: modification of existing procedures; identification of new conceptual alternative(s), and examination of an ocean routing alternative. The project is not associated with any airport development projects nor construction of any physical facilities.

As part of the airspace redesign effort, a FAA environmental team will provide detailed analyses that will be used to evaluate the potential environmental impacts in the study area. During scoping, and upon publication of a draft EIS and a final EIS, the FAA will be contacting and coordinating with federal, state, and local agencies, as well as the public, to obtain comments and suggestions regarding the EIS for the proposed project. The EIS will assess impacts and reasonable alternatives, including the "no change" alternative, pursuant to NEPA, FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, DOT Order 5610.1C, Procedures for Considering Environmental Impacts, and the President's Council on Environmental Quality (CEQ) Regulations implementing the provisions of NEPA, 40 CFR Parts 1500–1508.

Public Scoping Process: The FAA will utilize the scoping process as outlined in the Council on Environmental Quality (CEQ) Regulations and guidelines to facilitate public involvement early in the redesign process. Concerned individuals and agencies will be invited to express their views either in writing, by letter or by providing oral comments at a scoping meeting. The purposes of the scoping process and scoping meetings are: (1) To provide a description of the proposed action, (2) to provide an early and open process to determine the scope of issues to be addressed and to identify potentially significant issues or impacts related to the proposed action that should be analyzed in the EIS, (3) to identify other coordination and any permit requirements associated with the proposed action and (4) to identify and eliminate from detailed study those issues that are not significant or those that have been adequately addressed during a prior environmental review process.

The FAA will schedule a series of public scoping meetings. Each meeting will be held from 7 p.m. to 9 p.m. at specific sites located throughout the study area. Each of the meetings will begin with an overview of the project (7 p.m.–7:30 p.m.) and will be followed by an informal open house period (7:30 p.m.–8:30 p.m.). The open house portion of each public scoping meeting will include redesign displays and graphics and will provide an opportunity for one-on-one interaction between the representatives of the FAA and the general public. Following the open house part of the meeting, a Question and Answer session will be provided (8:30 p.m.–9 p.m.). Comments will be received via court reporter or written comment forms throughout the duration of the meeting.

In accordance with NEPA coordination requirements, the FAA will schedule three meetings that will be dedicated primarily to federal, state and local agency staff. These meetings will be scheduled from 1 to 3 p.m. at the Manhattan, NY, Philadelphia, PA and Trenton, NJ meeting locations. Although these meetings will be held primarily for the benefit of federal, state, and local agency staff, they will also be open to the public. The scoping period begins with this announcement. To ensure that all issues are identified, the FAA is requesting comments and suggestions on the project scope from all interested federal, state, and local agencies and other interested parties. In furtherance of this effort, the FAA has established an Internet Website that can be accessed at: <http://www.faa.gov/region/aea/atsoeaaa/framedoc.htm>. Additional information about the New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project, including the scoping meeting schedule and meeting locations can be found at this Internet site. Additionally, the FAA will be maintaining the following toll free number for general information: 1-866-EISLine (1-866-347-5463).

The FAA will accept written scoping comments through June 29, 2001. Such comments should be directed to the following address: New York/New Jersey/Philadelphia Metropolitan Airspace Redesign Project, c/o Mr. Mike Merrill, PRC Inc., 12005 Sunrise Valley Dr., Reston, VA 20191-3423. EMAIL: merrill_michael@prc.com.

Issued in Jamaica, New York on January 5, 2001.

F.D. Hatfield,

Manager, Air Traffic Division.

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