

Questions Related To Setting and Implementing Standards for BWT

The range of potential options indicates a significant need for further discussion about the basis upon which to formulate a standard or set of standards for use in evaluating BWT technologies intended to reduce the introduction of organisms in ballast water discharges. Further, a regulatory program will be required to enforce the eventual BWT standard. Selection of a specific option for a standard will influence or even determine many aspects of the program. Important components of the regulatory program will include (but are not restricted to): The criteria to determine the performance of BWT technology, the timing and details of phase-in periods and grandfathering provisions, the nature of exemptions, and provisions for the review and revision of the standard.

In addition to general views on the approach used to set standards for BWT, the Coast Guard is also interested in viewpoints on the following specific questions:

a. Questions related to setting the standard are as follows:

1. Should a standard be based on BWE, best available technology, or the biological capacity of the receiving ecosystem? What are the arguments for, or against, each option?

2. If BWE is the basis for a standard, what criterion should be used to quantify effectiveness: the theoretical effectiveness of exchange, the water volume exchanged (as estimated with physical/chemical markers), the effectiveness in removing or killing all or specific groups of organisms, or something else; and why?

3. How specifically should the effectiveness of either BWE or best available technology be determined (i.e., for each vessel, vessel class, or across all vessels) before setting a standard based on the capabilities of these processes?

4. What are the advantages and disadvantages of considering the probability of conducting a safe and effective BWE on every voyage when estimating the overall effectiveness of BWE?

5. What are the advantages and disadvantages of expressing a BWT standard in terms of absolute concentrations of organisms versus the percent of inactivation or removal of organisms?

b. Issues related to implementing the standard are as follows:

1. Should there be different initial standards or regulatory requirements for existing and yet-to-be-built vessels, and what might be the nature of such

differences? Should there be incremental refinements (quantitative level or taxonomic breadth) in the standard over time, and if so, what should be the period of approvals and the timing of revisions?

2. If best available technology is the basis for standards, how should "best" and "available" be defined?

3. Should indicators be used to characterize or monitor effectiveness, and if so, what indicators should be used? Some possible indicators are:
- A single organism type (like dinoflagellate cysts) that serves as a lone indicator of effectiveness.
 - A limited set of indicators representative of near-coastal zooplankton, phytoplankton, and bacteria that provide a profile of effectiveness across broad taxonomic groupings.
 - Physical surrogates for organisms, such as microspheres, that mimic the passive entrainment of organisms in water.
 - The percent of reduction in all organisms regardless of type (as measured through ATP [Adenosine Triphosphate] reduction, for example), providing a blanket estimate of system effectiveness.
 - Other methods for characterizing the effectiveness of BWT measures that could be alternatives to the above list.

Dated: January 19, 2001.

R.C. North,

Rear Admiral, U. S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-2001-9526]

Chemical Transportation Advisory Committee

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Hazardous Substances Response Standards Subcommittee of the Chemical Transportation Advisory Committee (CTAC) will meet to review the draft document for national marine emergency chemical response guidance. This document addresses safety protocols for personnel, training requirements, and equipment specifics. It also categorizes response teams based on their ability to bring equipment to the scene of a hazardous substance incident. As a result of this meeting, and subsequent meetings as deemed

necessary by the Chairman, this Subcommittee will develop recommendations for a national standard that will provide direction to the chemical response industry. This meeting will be open to the public.

DATES: The Subcommittee will meet on Thursday, May 17, 2001, from 8:30 a.m. to 5 p.m. and on Friday, May 18, 2001, from 8:30 a.m. to 12 p.m. This meeting may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before May 15, 2001. Requests to have a copy of your material distributed to each member of the Subcommittee should reach the Coast Guard on or before May 15, 2001.

ADDRESSES: The Subcommittee will meet at the Marathon Ashland Headquarters, 5500 San Felipe St., Houston, Texas. Send written material and requests to make oral presentations to Lieutenant Susan Klein, Coast Guard Technical Representative for the Subcommittee, Commandant (G-MOR-2), U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Lieutenant Susan Klein, Coast Guard Technical Representative for the Subcommittee, telephone 202-267-0417, fax 202-267-4065.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agenda of Meeting

The agenda of the CTAC Subcommittee on Hazardous Substance Response Standards includes the following:

- (1) Introduction of Subcommittee members and attendees.
- (2) Brief overview of Subcommittee tasking and desired outcome.
- (3) Review of current status of draft document.
- (4) Open discussion of further document improvements.
- (5) Discussion of final product format and plan for future work.

Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. All attendees at the meeting are encouraged to fully review the Subcommittee's task statement prior to the meeting. Copies of the Subcommittee's task statement can be obtained from Lieutenant Susan Klein, telephone 202-267-0417, fax 202-267-4065. It is also available from the CTAC Internet Website at: www.uscg.mil/hq/g-m/advisory/ctac. At

the discretion of the Subcommittee Chair, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Coast Guard Technical Representative to the Subcommittee and submit written material on or before May 15, 2001. If you would like a copy of your material distributed to each member of the Subcommittee in advance of a meeting, please submit 25 copies to the Coast Guard Technical Representative to the Subcommittee no later than May 15, 2001.

Information on Services for Individuals with Disabilities

For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, contact the Coast Guard Technical Representative to the Subcommittee as soon as possible.

Dated: April 25, 2001.

Howard L. Hime,

Acting Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 01-10836 Filed 4-30-01; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice Before Waiver With Respect to Land at Manassas Regional Airport, Manassas, VA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The FAA is publishing notice of proposed release of 12.27 acres of excess land at the Manassas Regional Airport; Manassas, Virginia. There are no impacts to the Airport and the land is not needed for airport development as shown on the Airport Layout Plan. The excess surplus property is located beyond the Runway Protection Zone for Runway 16L and appropriate restrictions will encumber the released property to ensure compatible land use.

DATES: Comments must be received on or before May 31, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Terry J. Page, Manager, FAA Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Juan E.

Rivera, Airport Director, Manassas Regional Airport, at the following address; Mr. Juan E. Rivera, Airport Director, P.O. Box 560, Manassas Regional Airport, Manassas, Virginia 20108.

FOR FURTHER INFORMATION CONTACT: Mr. Terry Page, Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166; telephone (703) 661-1354, fax (703) 661-1370, email Terry.Page@faa.gov.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation investment and Reform Act for the 21st Century, Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30-day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Chantilly, Virginia on April 23, 2001.

Terry J. Page,

Manager, Washington Airports District Office, Eastern Region.

[FR Doc. 01-10843 Filed 4-30-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review, Orlando International Airport, Orlando, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Greater Orlando Aviation Authority for Orlando International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Orlando International Airport under part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before October 22, 2001.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and of the start of its

review of the associated noise compatibility program is April 23, 2001. The public comment period ends June 22, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. John W. Reynolds, Jr., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 16.

Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Orlando International Airport are in compliance with applicable requirements of part 150, effective April 23, 2001. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before October 22, 2001. This notice also announces the availability of this program for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The Greater Orlando Aviation Authority submitted to the FAA on April 3, 2001 noise exposure maps, descriptions and other documentation which were produced during the Orlando International Airport FAR part 150 Study, Noise Exposure Maps and Compatibility Plan conducted between July 7, 1997 and March 30, 2001. It was requested that the FAA review this material as the noise exposure maps, as described in section 103(a)(1) of the Act, and that the noise mitigation measures,