

Responses to this information collection are required to obtain or retain a benefit. Proprietary information is requested and protected, and there are no questions of a sensitive nature

involved in this collection of information.

*Frequency:* Annually.

*Estimated Number and Description of Respondents:* 75 royalty payors.

*Estimated Annual Reporting and Recordkeeping "Hour" Burden:*

37 hours. See the following chart for a breakdown of the burden estimate by CFR section and paragraph.

30 CFR section	Reporting requirement	Burden hours per response	Annual number of responses	Annual burden hours
206.54(b)(2), 206.109(c)(2), 206.156(c)(3), 206.158(c)(3), 206.177(c)(3).	An application for exception (using Form MMS-4393 . . . ) shall contain all relevant and supporting documentation necessary for MMS to make a determination.	.5	75	37

*Estimated Annual Reporting and Recordkeeping "Non-hour" Burden:* We have identified no "non-hour cost" burden.

*Comments:* Section 3506(c)(2)(A) of the PRA (44 U.S.C. 3501, *et seq.*) requires each agency " \* \* \* to provide notice \* \* \* and otherwise consult with members of the public and affected agencies concerning each proposed collection of information \* \* \*." Agencies must specifically solicit comments to (a) evaluate whether the proposed collection of information is necessary for the agency to perform its duties, including whether the information is useful; (b) evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information; (c) enhance the quality, usefulness, and clarity of the information to be collected; and (d) minimize the burden on the respondents, including the use of automated collection techniques or other forms of information technology.

To comply with the public consultation process, on August 15, 2001, we published a **Federal Register** notice (66 FR 42875) with the required 60-day comment period announcing that we would submit this ICR to OMB for approval. We received comments from one company. We responded to the comments in our ICR submission for OMB approval. We will provide a copy of the ICR to you without charge upon request.

If you wish to comment in response to this notice, please send your comments directly to the offices listed under the **ADDRESSES** section of this notice. OMB has up to 60 days to approve or disapprove the information collection but may respond after 30 days. Therefore, to ensure maximum consideration, OMB should receive your comments by March 4, 2002. The PRA provides that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

*Public Comment Policy:* We will make copies of these comments, including names and home addresses of respondents, available for public review during regular business hours at our offices in Lakewood, Colorado.

Individual respondents may request that we withhold their home address from the record, which we will honor to the extent allowable by law. There may be circumstances in which we would withhold from the record a respondent's identity, as allowable by the law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comments. However, we will not consider anonymous comments. We will make all submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, available for public inspection in their entirety.

*MMS Information Collection Clearance Officer:* Jo Ann Lauterbach, telephone (202) 208-7744

Dated: January 15, 2002.

**Milton K. Dial,**

*Acting Associate Director for Minerals Revenue Management.*

[FR Doc. 02-2270 Filed 1-30-02; 8:45 am]

**BILLING CODE 4310-MR-P**

**DEPARTMENT OF THE INTERIOR**

**National Park Service**

**Record of Decision/Statement of Findings: Issuance of Permits, Which Would Allow for Safety Improvements at the Provincetown Municipal Airport, Provincetown, MA**

**ACTION:** Notice of approval of Record of Decision.

**SUMMARY:** Pursuant to subsection 102(2) of the National Environmental Policy Act of 1969, and the regulations promulgated by the Council on Environmental Quality (40 CFR 1505.2),

the National Park Service, U.S. Department of the Interior has prepared a Record of Decision and Statement of Findings for Executive Orders 11988 ("Floodplain Management") and 11990 ("Protection of Wetlands").

**DATES:** The Record of Decision was recommended by the Superintendent of Cape Cod National Seashore, and approved by the Director of the Northeast Region on November 28, 2001. The Statement of Findings was also recommended by the Superintendent of Cape Cod National Seashore, certified for technical adequacy and servicewide consistency by both the Chief of the Water Resources Division and the Northeast Region Compliance Officer and approved by the Director of the Northeast Region on November 28, 2001.

**ADDRESSES:** Inquires regarding the Record of Decision or the Statement of Findings should be submitted to the Superintendent, Cape Cod National Seashore, 99 Marconi Site Road, Wellfleet, Massachusetts 02667. Telephone (508) 349-3785 or e-mail to [CACO\\_Superintendent@NPS.Gov](mailto:CACO_Superintendent@NPS.Gov).

**SUPPLEMENTARY INFORMATION:** The summary of the Record of Decision/Statement of Findings follows:

The Department of the Interior, National Park Service (NPS) has prepared this Record of Decision (ROD)/Statement of Findings (SOF) concerning the issuance of special use permits, which would allow for safety improvements at the Provincetown Municipal Airport, Provincetown, Massachusetts. This ROD/SOF responds to and references the Final Environmental Impact Statement (FEIS), of April 7, 2000, for the Provincetown Municipal Airport, Provincetown, Massachusetts, and Department of Transportation Section 4(F) Statement as prepared by the Federal Aviation Administration (FAA). This ROD provides a statement of the decision made; a summary description of the alternatives analyzed by FAA in their

FEIS; the decision rationale; identification of the environmentally preferable alternative; a description of mitigation measures; and a discussion of impairment.

The U.S. Department of the Interior owns the land under the airport. Two twenty-year Special Use Permits have been issued and/or updated to the Town of Provincetown, as of 6/01/98 and 6/19/98, to operate a municipal airport within a prescribed permit area boundary indicated in the NPS permit(s) for aviation operations. One covers the runway area and operational facilities and the other relates to navigational lighting and instrumentation facilities. Section 4(f) of the Department of Transportation Act of 1966 (recodified at 49 U.S.C. 303) requires "that the Secretary shall not approve any program or project which requires the use of any public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by the officials having jurisdiction thereof unless there is no feasible and prudent alternative to the use of such land and such program or project includes all possible planning to minimize harm resulting from the use." The pending issuance of permits covered by this ROD for safety improvements necessitated an impact analysis of 4(f) land, as parkland beyond that currently permitted for the various airport purposes was requested by FAA. A Statement of Findings on wetland protection was also prepared to address wetland and floodplain impacts.

The FEIS for the Provincetown Municipal Airport was prepared by the FAA to cover their actions related to implementing the airport Master Plan. The NPS cooperated in the development of the FEIS by providing technical input and review/commentary on impact analysis. The Airport Master Plan is basic to FAA's procedures to develop an Airport Layout Plan that guides physical airport development and improvement such as alterations to runway safety areas, the apron area, and replacement of an approach light system.

A runway extension was evaluated in the FEIS on the basis of current development interests and currently feasible alternative considerations; however, funding for the project is not being approved at this time and further evaluation of this action will be pursued according to conditions outlined in a General Agreement prepared by the FAA and NPS, the essential text of which is presented in the FEIS. The inclusion of the runway extension in the FEIS and the Airport Layout Plan was for planning consideration only. Basically, the agreement between NPS

and FAA states that when the FAA detects a need to further consider runway extension, the FAA will fully document the need and initiate re-evaluation of the several factors that affect the Federal decision making process for identifying and selecting the runway extension alternatives and the adequacy of the FAA ROD, by way of an Environmental Assessment (EA). Section 4(f) and Executive Order 11990 compliance for runway extension will be duly accomplished at that time. NPS decision-making on the runway extension is also deferred to that time.

#### Decision (Selected Action)

The National Park Service will adjust the parkland area permitted for airport use based only on the proposed actions related to the Runway Safety Area, parking aprons, and lighting system as described for safety improvements in the FEIS for the Provincetown Municipal Airport issued in April 2000 and the FAA's ROD, signed November 21, 2000. This will involve exchange and re-designation of the airport land use footprint, by returning two acres of previously permitted land, back to parkland use, and permitting 0.96 acres (incorrectly described in the FAA FEIS and FAA ROD as 0.69 acres) of parklands needed to serve navigational localizer relocation and its associated critical area use. The two acres of previously permitted parklands are being relinquished by FAA to revert to parkland uses, in compensation for the new acreage provided for the localizer. These two acres are located in a superficially undisturbed dune area which possess greater ecological value than the portion of land being exchanged, located between the eastern end of the runway and Race Point Road.

Dated: November 28, 2001.

**Marie Rust,**

*Northeast Regional Director, National Park Service.*

[FR Doc. 02-2286 Filed 1-30-02; 8:45 am]

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## DEPARTMENT OF THE INTERIOR

### National Park Service

#### Notice of Intent; Fire Management Plan, Environmental Impact Statement, Chiricahua National Monument, Arizona

**AGENCY:** National Park Service, Department of the Interior.

**ACTION:** Notice of intent to prepare an environmental impact statement for the

Fire Management Plan for Chiricahua National Monument.

**SUMMARY:** Under the provisions of the National Environmental Policy Act of 1969, the National Park Service is preparing an environmental impact statement for the Fire Management Plan for Chiricahua National Monument. This effort will result in a new wildland fire management plan that meets current policies, provides a framework for making fire-related decisions, and serves as an operational manual. Development of a new fire plan is compatible with the broader goals and objectives derived from the park purpose that governs resources management. Alternatives are based on internal scoping done by National Park Service staff on October 17 and 18, 2001. Besides the No-action alternative, preliminary alternatives include the proposed Corridor Plan alternative and Landscape Plan alternative. The No-action alternative maintains the current 1992 fire management plan strategy of suppression, prescribed natural fire, and prescribed burning. The proposed alternative Corridor Plan alternative would allow natural fires and prescribed fires that meet management objectives except in the narrow corridor of developments. This area of the park would be subject to suppression and selective prescribed burning and mechanical thinning to reduce fuel hazards. The Landscape Plan alternative would call for the National Park Service and adjacent US Forest Service to jointly formulate a fire management plan that covers the entire landscape of the Chiricahua Mountains or a more naturally-bound portion of the range.

Major issues are environmental effects of the FMP that are potential problems and include reduction of plant and wildlife populations, disturbance of unique sites, increased erosion or debris flow, increased air pollution, hazards to life and property, visitor inconvenience, reduced tourism, and damage to cultural resources

A scoping brochure has been prepared describing the issues identified to date. Copies of the brochures may be obtained from Superintendent, Chiricahua National Monument, 13063 E. Bonita Canyon Road, Willcox, AZ 85643-9737. The scoping period will be 30 days from the date this notice is published in the **Federal Register**.

#### Comments

If you wish to comment on the scoping brochure, you may submit your comments by any one of several methods. You may mail comments to Superintendent, Chiricahua National