

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.

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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

Monument, 13063 E. Bonita Canyon Road, Willcox, AZ 85643-9737. You may also comment via the Internet to CHIR_Superintendent@nps.gov. Please submit Internet comments as an ASCII file avoiding the use of special characters and any form of encryption. Please also include "Attn: Chiricahua Fire Management Plan" and your name and return address in your Internet message. If you do not receive a confirmation from the system that we have received your Internet message, contact us directly at Resources Management 520-824-3560 x120. Finally, you may hand-deliver comments to the above address or at the two public meetings that will be held in Portal, Arizona, and a location near the monument. Notification of the public meetings will be given in a brochure describing the fire planning process, which will be mailed to the addresses generated for the monument's recently approved general management plan. The brochure will be mailed once we are notified of the date that this Notice of Intent is published in the **Federal Register**. If you are not on the monument's mailing list and would like a copy of the brochure, please contact the Superintendent.

Our practice is to make comments, including names and home addresses of respondents, available for public review during regular business hours. Individual respondents may request that we withhold their home address from the record, which we will honor to the extent allowable by law. There also may be circumstances in which we would withhold from the record a respondent's identity, as allowable by law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. 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.

FOR FURTHER INFORMATION CONTACT: Superintendent, Chiricahua National Monument, 520-824-3560 x105.

Dated: December 20, 2001.

Michael D. Snyder,

*Acting Director, Intermountain Region,
National Park Service.*

[FR Doc. 02-2308 Filed 1-30-02; 8:45 am]

BILLING CODE 4310-70-P

DEPARTMENT OF THE INTERIOR

National Park Service

Notice of Intent To Prepare an Environmental Impact Statement for the Schuylkill River Valley National Heritage, Management Plan Update

AGENCY: National Park Service, Department of the Interior.

ACTION: Notice of intent to prepare an Environmental Impact Statement for the Schuylkill River Valley National Heritage Management Plan Update.

SUMMARY: Under the provisions of the National Environmental Policy Act of 1969, the National Park Service is preparing an environmental impact statement (EIS) for the Management Plan for the Schuylkill River Valley National Heritage Area. The Schuylkill River Valley National Heritage Act of 2000 requires the Schuylkill River Greenway Association, with guidance from the National Park Service, to prepare an update of their 1995 Schuylkill Heritage Corridor Management Action Plan. The Management Plan Update is expected to include: (A) actions to be undertaken by units of government and private organizations to protect the resources of the Heritage Area; (B) an inventory of the resources contained in the Heritage Area, including an list of any property in the Heritage Area that is related to the themes of the Heritage Area and that should be preserved, restored, managed, developed, or maintained because of its natural, cultural, historical, recreational, or scenic significance; (C) a recommendation of policies for resource management that considers and details application of appropriate land and water management techniques, including the development of intergovernmental cooperative agreements to protect the historical, cultural, recreational, and natural resources of the Heritage Area in a manner consistent with supporting appropriate and compatible economic viability; (D) a program for implementation of the management plan by the management entity; (E) an analysis of ways in which local, State, and Federal programs may best be coordinated to promote the purposes of this title; and (F) an interpretation plan for the Heritage Area.

The study area, designated as the Schuylkill River Valley National Heritage, includes parts of the counties of: Schuylkill, Berks, Chester, Montgomery and Philadelphia in southeastern Pennsylvania as associated with the Schuylkill River corridor.

The National Park Service (NPS) maintains two parks sites within the region: Valley Forge National Historical Park and the Hopewell Furnace National Historic Site. Otherwise the majority of land is non-federal and the NPS assumes a management role only within their park units. Instead, conservation, interpretation and other activities are managed by partnerships among federal, state, and local governments and private nonprofit organizations. The Schuylkill River Greenway Association manages the national heritage area. The National Park Service has been authorized by Congress to provide technical and financial assistance for a limited period (up to 10 years from the time of the designation in 2000).

The EIS will address a range of alternatives—they include a no-action alternative and other action alternatives. The impacts of the alternatives will be assessed through the EIS process.

A scoping meeting will be scheduled and notice will be made of the meeting through a broad public mailing and publication in the local newspapers.

FOR FURTHER INFORMATION CONTACT: Peter Samuel, Project Leader, Philadelphia Support Office, National Park Service, US Custom House, 200 Chestnut Street, Philadelphia, PA 19106, *peter_samuel@nps.gov*, 215-597-1848.

If you correspond using the internet, please include your name and return address in your e-mail message. Our practice is to make comments, including names and home addresses of respondents, available for public review. Individual respondents may request that we withhold their home address from the record, which we will honor or the extent allowable by law. There also may be circumstances in which we would withhold from the record a respondent's identity, as allowable by law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. 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 or organizations or businesses, available for public inspection in their entirety.

Dated: December 18, 2001.

Dale Ditmanson,

Associate Regional Director, Park Operations and Education, Northeast Region.

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