

DEPARTMENT OF TRANSPORTATION**Coast Guard****[USCG-2000-7117]****Notice of Public Meeting and Request for Comments on Proposed Changes to the Oil Spill Removal Organization (OSRO) Classification Program****AGENCY:** Coast Guard, DOT.**ACTION:** Notice of meeting and request for comments.

SUMMARY: The Coast Guard is soliciting comments on proposed changes to the Oil Spill Removal Organization (OSRO) Classification program. The Coast Guard has developed proposed changes to the OSRO Classification program in a document entitled: *Coast Guard Program for Classifying Oil Spill Removal Organizations*. This notice also announces a public meeting to discuss the proposed document.

DATES: The meeting in Arlington, VA will be on May 4, 2000, from 9 a.m. to 5 p.m. The meeting will convene at 9 a.m., and will conclude before 5 p.m. if we finish early. Comments and related material must reach the Docket Management Facility on or before May 19, 2000.

ADDRESSES: The meeting in Arlington, VA will be held at the Hilton Crystal City at National Airport Hotel, 2399 Jefferson Davis Highway, Arlington, VA 22202, 703-418-6800.

To make sure your comments and related materials are not entered in the docket more than once, please submit them by only one of the following means:

(1) By mail to the Docket Management Facility (USCG-2000-7117), U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001.

(2) By hand to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

(3) By fax to the Docket Management Facility at 202-493-2251.

(4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

The Docket Management Facility maintains the public docket for this notice. Comments and documents, as indicated in this notice, will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza Level of the Nassif Building at the same address between 9

a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may electronically access the public docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this meeting notice, or persons interested in presenting information at the workshop, please contact Lieutenant Commander Roger Laferriere, Office of Response, Response Operations Division (G-MOR-3), telephone 202-267-0448, fax 202-267-4085, or email Rlaferriere@comdt.uscg.mil.

For questions on viewing or submitting material to the docket, call Dorothy Walker, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION:**Agenda of Meeting**

Proposed changes to the *Coast Guard Program for Classifying Oil Spill Removal Organizations*. The agenda includes the following:

- (1) Addressing OSROs with different capabilities having the same classification.
- (2) Increasing measurement of OSRO systems capability.
- (3) Development of realistic response times.
- (4) Addressing personnel requirements.
- (5) Increasing alignment with the regulations.
- (6) Strengthening the verification program.
- (7) Making the guidelines more user friendly.
- (8) Clarifying planner and OSRO responsibilities.
- (9) Improving fixed storage counting.
- (10) Validating OSRO exercise participation.

A copy of the document entitled, *Coast Guard Program for Classifying Oil Spill Removal Organizations* can be obtained through the National Strike Force Coordination Center at 252-331-6000, extension 3034, or at the Vessel Response Plan program internet site (<http://www.uscg.mil/vrp>), or at the internet site for the public docket for this notice, <http://dms.dot.gov>.

Request for Comments

We encourage you to participate by submitting comments and related material. If you do so, please include your name and address, identify the docket number [USCG-2000-7117], indicate the specific section of the *Coast Guard Program for Classifying Oil Spill Removal Organizations* to which each comment applies, and give the reason

for each comment. You may submit your comments and material by mail, hand delivery, fax, or electronic means to the Docket Management Facility at the address under ADDRESSES; but please submit your comments and material by only one means. If you submit them by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change the document in view of them.

Public Meeting

The purpose of the meeting is to discuss the proposed changes to the OSRO Classification program guidelines as described in *Coast Guard Program for Classifying Oil Spill Removal Organizations*. Also, the Coast Guard will discuss many issues raised during the last five years of the OSRO Classification program. Federal, state, and local agencies, industry, oil spill removal organizations, environmental groups and the public are encouraged to participate and provide written or oral comments on the document.

Background

The primary purpose of the OSRO program is to provide a systematic way to classify OSROs. Once classified, planholders can list them by name and classification as an alternative to listing extensive resources in their tank vessel and facility plans [Title 33 Code of Federal Regulations, sections 154.1035(e)(3)(iii) and 155.1035(i)(8)]. OSROs and plan holders participate and use the classification program on a strictly voluntary basis. Since their inception, five years ago, the OSRO Classification Guidelines have undergone subtle changes to increase alignment with the regulatory requirements. Thirteen separate newsletters were published announcing these changes, eight of which were incorporated into the last revision of the Guidelines in 1997. Since 1997, the guidelines have remained stable in form, but program managers and stakeholders identified more shortfalls, where the guidelines did not meet the regulatory requirements. OSRO classifications were intended strictly as a response "planning" tool that would allow plan writers to identify OSROs that could meet their response needs, as outlined by the regulations. In order to ensure, at a minimum, that an OSRO classification represents as accurately as

possible an OSRO's response capabilities, further changes to the guidelines were needed. The proposed changes are designed to ensure that the Coast Guard classification program provides a more accurate representation of an OSRO's response capability and better addresses the regulatory requirements.

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 Lieutenant Commander Roger R. Laferriere, Office of Response, Response Operations Division (G-MOR-3), Coast Guard, telephone 202-267-0448, e-mail RLaferriere@comdt.uscg.mil as soon as possible.

Dated: March 29, 2000.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Routes for the Grand Canyon National Park

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability of routes in grand Canyon National Park; disposition of comments.

SUMMARY: This notice disposes of comments made on a notice of availability of routes in the Grand Canyon National Park (GCNP) Special Flights Rules Area (SFRA) published July 9, 1999, and makes available the final map depicting those routes. The commercial routes are not being published in the **Federal Register** because they are depicted on large, detailed charts that would be difficult to read if published in the **Federal Register**. The modifications of certain commercial routes require airspace changes in the GNCP SFRA that are contained in a final rule being published concurrently in this **Federal Register**. The airspace modification and the modification to the route structure support the National Park Service mandate to provide for the substantial restoration of the natural quiet and experience in GNCP.

EFFECTIVE DATE: The routes depicted on the map made available by this notice are effective on December 1, 2000.

FOR FURTHER INFORMATION CONTACT: Gary Davis, Air Transportation Division, AFS-200, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-8166.

SUPPLEMENTARY INFORMATION:

The final commercial routes are not being published in the **Federal Register** because they are on very large and detailed charts that would not publish well in the **Federal Register**. The Grand Canyon Visual Flight Rules (VFR) Chart can be purchased from National Ocean service (NOS) authorized chart agents throughout the world, or directly from NOS with a credit card on (800) 638-8972. The cost of the chart is \$3.35. Please specify 3rd edition.

Discussion

On July 9, 1999, the FAA published a notice of availability of routes in GNCP and request for comments (64 FR 37191). The FAA, in consultation with the National Park Service (NPS), developed the routes based on safety considerations, economic considerations, consultation with Native American tribes, airspace configurations, the need to substantially restore natural quiet and experience in the GNCP, and comments received in response to the notice of availability of routes. The FAA, in consultation with the NPS, also has modified the existing airspace in the SFRA to accommodate these route changes in a companion final rule (Docket No. FAA-99-5926) published elsewhere in this **Federal Register**.

In developing the routes for GNCP, the FAA has consulted with Native American tribes, on a government-to-government basis, in accordance with the Presidential Memorandum on Government-to-Government Consultation with Native American Tribal Governments. This consultation was designed to assess potential effects on tribal trust resources and to assure that tribal government rights and concerns are considered in the decisionmaking process. The FAA also has consulted with Native American Tribes pursuant to the American Indian Religious Freedom Act and the Religious Freedom Restoration Act concerning potential effects of the routes on sacred sites. In accordance with Section 106 of the National Historic Preservation Act, the FAA has consulted with Native American tribes, the Arizona State Historic Preservation Office, the Advisory Council on Historic Preservation, and other interested parties concerning potential effects on historic sites, including traditional cultural properties and Native American sacred sites.

Disposition of Comments on Routes

The FAA received more than 100 comments on the notice of availability published July 9, 1999. Comments were submitted by air tour operators (Air Vegas, Southwest Safaris, Grand Canyon Airlines); industry associations (Aircraft Owners and Pilots Association, National Air Transportation Association, Helicopter Association International); aircraft manufacturers (Twin Otter International, Ltd.); environmental groups (Arizona Raft Adventures, Friends of Grand Canyon, Grand Canyon River Guides, Grand Canyon Trust, Mariposa Audubon Society, Nature Sounds Society, National Parks and Conservation Association, Quiet Skies Alliance, Sierra Club, The Wilderness Society); private individuals, and government and public officials.

General Comments on Routes

Helicopter Association International says that, because of noise considerations, it has consistently objected to implementation of air tour routes that place air tour operations repetitively over or very near areas in which large numbers of persons on the ground congregate. Instead, HAI believes that air tour routes should be designed to avoid the largest number of park ground visitors practicable, consistent with the right of air tour visitors to experience their national park from an aerial perspective. The routes also need to support the safe arrival and departure procedures to facilities on the ground where air tour visitors can safely and conveniently board air tour aircraft.

HAI adds that human activity on the ground has characteristics that may influence acceptable overflight noise thresholds, and that the presence or absence of such activity should be taken into account. For example, automobile traffic and crowd noise in areas frequented by park ground visitors may mask aircraft overflight sound. It may be reasonable, therefore, to permit more such sound in these areas than in areas where automobile traffic and crowd noise are absent.

FAA Response: The NPS has advised the FAA that the noise concerns are less over the highly populated areas of the park, such as Grand Canyon Village, where there are other noise sources, such as buses, and large crowds. The NPS is particularly concerned with protecting the natural quiet that exists on back country trails and on the quiet river waters where park visitors go to experience nature. Thus where possible, the FAA has structured the routes to be consistent with this concern. The FAA