

for TVA project operations and public works; 17 percent for management of sensitive resources such as rare species, wetlands, and cultural resources; 56 percent for natural resource conservation, with emphasis on public use; 3 percent for industrial and commercial development; 14 percent for recreational uses, and 4 percent for residential shoreline access. In response to comments on the Draft EIS, the Allocation Alternative was slightly modified in the Final EIS by changing the proposed use of a 140-acre recreation tract to natural resource conservation. TVA identified the Allocation Alternative as the preferred alternative in both the Draft EIS and the Final EIS.

During the preparation of the Plan and EIS, TVA consulted with the Tennessee State Historic Preservation Officer (SHPO), The Eastern Band of Cherokee Indians (EB), the United Keetoowah Band, the Cherokee Nation of Oklahoma, The Tennessee Commission of Indian Affairs, the Muscogee (Creek) Nation of Oklahoma, and the Poarch Band of Creek Indians on the identification and evaluation of historic properties within the Area of Potential Effect for the land plan. TVA, TDEC, SHPO, and EB executed a Memorandum of Agreement, dated June 23, 2000, stipulating measures that will be carried out by TVA prior to the commencement of ground-disturbing activities or transfer of property rights. This agreement allows phased identification, evaluation, and treatment of historic properties, and ensures that the effects on historic properties of future activities undertaken in implementing the Tellico Reservoir Land Management Plan will be taken into account.

#### Response to Comments on Final EIS

Appendix A-2 of the Final EIS contains summaries of and responses to the comments TVA received on the Draft EIS. TVA received comments from 36 individuals and organizations.

The Environmental Protection Agency (EPA) commented on the Final EIS. EPA noted that TVA neglected to include the EPA rating of the Draft EIS. This rating was EC-2: Environmental Concerns with some modification of the Plan requested. EPA also asked for more information on prospective forest management activities on TVA lands. Forest management activities could be carried out on lands allocated for natural resource conservation to achieve TVA's objective of maintaining or enhancing ecological diversity. The Plan and Final EIS do not propose specific forest management activities. Such

activities would, instead, be determined by tract-specific management plans developed with public and peer agency input and consideration of potential environmental impacts. Potential forest management activities could include timber harvesting by both clearcutting and selection methods, thinning, prescribed burns, and reforestation. Based on past experience, clearcutting of large areas is not expected. Forest management activities would likely occur on less than 100 acres of natural resource conservation lands each year and would include measures to protect the reservoir shoreline and prevent water quality degradation.

EPA asked whether TVA will monitor the number of people recreating in the area to help control their environmental impacts. TVA does not have any plans to formally monitor the number of people recreating in the area. However, TVA will continue to monitor the environmental conditions of the reservoir through its standard operations.

EPA also asked whether any residential development on reservoir lands will be consistent with the Shoreline Management Initiative Final EIS/Record of Decision. The implementation of the shoreline categorization component of the SMI is described above. Applicants for residential shoreline alterations would have to comply with the standards adopted in the SMI Record of Decision. In an initiative, unique to Tellico Reservoir, guidelines that are more restrictive than those in the SMI would be applied to the River Corridor area in view of the need to protect the sensitive resources in this area.

#### Decision

The TVA Board adopted the Tellico Reservoir Land Management Plan as described in Alternative B on August 29, 2000. Alternative B optimally balances recreation use, resource conservation needs, and residential shoreline access needs in a way that maintains the quality of life and other important values provided by Tellico Reservoir. Alternative B sets aside parcels containing sensitive resources and habitats in the Sensitive Resource Protection and Natural Resource Conservation categories. TVA is adopting commitments under Alternative B to further minimize the potential for adverse impacts to the environment. These commitments are listed below, under Environmental Commitments. With these mitigation measures, all practicable means to avoid or minimize environmental harm would have been adopted.

#### Environmentally Preferred Alternative

TVA has concluded that Alternative B is the environmentally preferable alternative. It allocates the majority of TVA lands to long-term resource conservation and management uses, provides for compatible recreation developments, and enhances the protection of the riverine portions of the reservoir.

#### Environmental Commitments

TVA is adopting the following measures to minimize environmental impacts:

- TVA will follow the procedures specified in the memorandum of agreement with the State Historic Preservation Officer for the identification, evaluation, and treatment of historic properties that are eligible for inclusion in the National Register of Historic Places.

- U.S. Fish and Wildlife Service guidelines will be used to establish and maintain buffer zones around bald eagle nests.

- The current practice of prohibiting the construction of water-use facilities and shoreline alterations within the marked limits of safety landings will be continued to avoid interference with commercial navigation.

- Noise covenants consistent with the guidelines described in Section 3.12.2. of the Final EIS will be included in land transfer instruments pertaining to parcels in Zone 5.

- Amenities provided in Coytee Springs Recreation Area (Parcel 10) (e.g. picnic areas, walking trails, and greenway entry/exit points) will be limited to day-time use.

- Guidelines proposed in Appendix B-1 of the Final EIS will be consulted in reviewing applications for water-use facilities on the River Corridor.

Dated: October 23, 2000.

**Kathryn J. Jackson,**

*Executive Vice President, River System Operations & Environment.*

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## DEPARTMENT OF TRANSPORTATION

### Office of The Secretary

#### Application Of Kitty Hawk International d/b/a American International Airways and Kalitta Air, L.L.C. For Transfer Of Certificate Authority

**AGENCY:** Department of Transportation.

**ACTION:** Notice of order to show cause (Order 2000-10-29) Docket OST-2000-7588.

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**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Kalitta Air, L.L.C., fit, willing, and able, and (1) transferring to it the all-cargo authority contained in the interstate scheduled certificate currently issued to Kitty Hawk International, Inc. d/b/a American International Airways, and (2) canceling the passenger authority contained in that certificate.

**DATES:** Persons wishing to file objections should do so no later than November 6, 2000.

**ADDRESSES:** Objections and answers to objections should be filed in Docket OST-2000-7588 and addressed to the Department of Transportation Dockets (SVC-124.1, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Delores King, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2343.

Dated: October 27, 2000.

**Susan McDermott,**

*Deputy Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 00-28151 Filed 11-1-00; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Intent To Prepare a Joint Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) and Hold a Scoping Meeting for Santa Barbara Municipal Airport, Santa Barbara, CA**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice to hold a public scoping meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a joint EIS/EIR will be prepared for development recommended by the Master Plan Update for Santa Barbara Municipal Airport, Santa Barbara, California. This is the second notice that the FAA has published on this document; the first notice was published on August 11, 1993 and a public scoping meeting was held on September 17, 1993. Portions of the

baseline information and proposed project scope have since been updated, and the planning horizon has been extended, therefore, to ensure that all significant issues related to the proposed action are identified, another public scoping meeting is being scheduled.

**FOR FURTHER INFORMATION CONTACT:**

Peter Ciesla, Airport Planner, AWP-613.2, Federal Aviation Administration, Airports Division, Western-Pacific Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009-2007, Telephone: 310/725-3628.

Comments on the scope of the EIS should be submitted to the address above and must be received no later than Friday, December 15, 2000.

**SUPPLEMENTARY INFORMATION:** The FAA in cooperation with the city of Santa Barbara, California, will prepare a joint EIS/EIR for further development recommendation at Santa Barbara Municipal Airport. The need to prepare an EIS is based on the procedures described in FAA Order 5050.4A, Airport Environmental Handbook. The city of Santa Barbara is preparing an EIR to meet the state of California environmental review requirements.

Preparation of the joint EIS/EIR for the proposed Santa Barbara Municipal Airport improvements were initially started in August 1993, with the first Notice of Intent being published for development recommended in the Draft Master Plan Update. At that time, the proposed improvements included the extension of Runway 7/25 to the west by 800 feet, construction of runway safety areas at each end of Runway 7/25 in order to meet FAA standards, extension and widening of Runway 15R/33L, and for the Terminal Building expansion and terminal area improvements. The runway safety areas are required under FAA standards in order to reduce the risk of damage and passenger injury, if an aircraft leaves the runway pavement. The existing runway safety area for the east end Runway 7/25 is 500 feet wide and 215 feet long, and the west end is 500 feet wide and 320 feet long. The current required dimensions for the runway safety area is an area that is 500 feet wide and 1,000 feet beyond the runway end. Since the original Notice of Intent, a number of studies were completed, which concluded that the existing 6,052 foot operational length of Runway 7/25 is satisfactory for current and foreseeable future airline flights. In order to achieve the runway safety areas, Runway 7/25 would need to be relocated approximately 800 feet to the west. These studies formed the basis of the City's current Aviation Facilities

Plan, which includes the required runway safety areas and retains the current runway length for aircraft operations.

The proposed action is the adoption of the Santa Barbara Municipal Airport, Aviation Facilities Plan (AFP). The AFP recommends expanding the existing runway safety areas on both ends of Runway 7/25 in order to meet current FAA standards, expansion of the airline terminal and parking facility, construction of a new Taxiway M and construction of general aviation facilities.

The federal actions being proposed are FAA approval of the Airport Layout Plan and approval of future processing of an application for federal funding assistance, for the proposed improvements. The airport is located in the vicinity of the Goleta Slough and there are potential impacts on wetlands and biotic communities from the disruption of stream flows and tidal circulation to the area around the airport. The land adjacent to the airport contains non-compatible land uses in terms of aircraft noise, and the proposed development is likely to be controversial.

The city of Santa Barbara, pursuant to the California Environmental Quality Act of 1970 (CEQA) is preparing an Environmental Impact Report (EIR) for the proposed development. In an effort to eliminate unnecessary duplication and reduce delay, the document to be prepared, will be a joint EIS/EIR in accordance with the President's Council on Environmental Quality Regulations described in 40 Code of Federal Regulations Sections 1500.5 and 1506.2.

The Joint Lead Agencies for the preparation of the EIS/EIR will be the Federal Aviation Administration and the city of Santa Barbara, California. Due to proximity of the Goleta Slough and other water courses on the airport, the U.S. Army Corps of Engineers is a cooperating agency in the preparation of the document.

The development recommended in the AFP and which will be evaluated in the EIS/EIR is described below:

#### **West Creek Realignment Alternative**

- Construction of a new runway safety area on each end of Runway 7/25, in order to meet FAA standards. The runway safety area on the east end of the runway would use an 800 foot portion of the existing runway.

- Construction of an 800 foot western extension to Runway 7/25 to maintain the existing 6,052 foot, Runway 7/25 length, and extension of the associated taxiway.