

Land Management. This item also supports the Vessel Safety Check (VSC) program provided by the Coast Guard Auxiliary, U.S. Power Squadrons and States. The VSC program is a free service provided by these organizations offering a safety check of recreational boats 65' or less in length. (\$25,810)

*Aids to Navigation Booklet: A full-color booklet, "U.S. Aids to Navigation System,"* was produced to assist recreational boaters in better understanding the use and identification of navigational aids. This booklet is now used as an educational adjunct to the safe boating classes taught by the Coast Guard Auxiliary, U. S. Power Squadrons, and many of the States. It is also distributed in conjunction with the Vessel Safety Check program. (\$80,000)

*"Operation BoatSmart" Support:* Funding is providing support to "Operation BoatSmart." This new multi-year initiative undertaken by the Coast Guard and other boating safety organizations aims to energize recreational boating safety programs by strengthening and extending partnerships at the national, State and local levels. Through combined and coordinated efforts, the BoatSmart partners are targeting those activities and behaviors that entail the greatest risk for the recreational boater. "Operation BoatSmart" is bringing together these organizations to work in tandem to promote a positive change in boater awareness and behavior, with special emphasis on inland waters where most recreational boating takes place. Special emphasis is focused on encouraging life jacket wear, boater education, and scrupulous enforcement of boating under the influence laws by appropriate authorities. (\$112,055)

*Recreational Boating Safety Program Marketing Support:* A national marketing, awareness and education campaign in support of "Operation BoatSmart," as well as America's Boating Course, Boating Under the Influence Campaign, and the Vessel Safety Check (VSC) Program has been funded. America's Boating Course is a joint boating safety education course developed by the U.S. Coast Guard Auxiliary and the U.S. Power Squadrons, supported by the Coast Guard. This course, available via CD-Rom or Internet will set the standard for recreational boating safety in our country. The Boating Under the Influence (BUI) campaign, "It's a Different World on the Water," is a multi-year effort to educate the recreational boater about the hazards of boating under the influence of alcohol or drugs. The marketing plan will utilize

nationally recognized cartoon characters, Popeye and Olive Oyl, to advertise the VSC program to the boating public at marinas, yacht clubs, boat storage facilities, retail outlets and other recreational outlets. (\$98,935)

*Seventeenth Coast Guard District Boating Safety Detachment:* Funding was provided on a one-time, non-recurring basis to the Seventeenth Coast Guard District in support of a Coast Guard Boating Safety Detachment to assist in the transition of the State of Alaska's assumption of Recreational Boating Safety Program responsibilities. (\$25,000)

*National Boating Registration System:* As a service for States/Territories that currently have inadequate (or no) computer software program to maintain their vessel numbering system information, funding was provided to the U.S. Coast Guard Operations Systems Center (OSC) to develop a National Boating Registration System software program that can easily be adapted by any State/Territory for their own use. The software that has been provided to States/Territories at no cost includes a function to automatically generate the annual report on numbered vessels that must be submitted to the Coast Guard each year. (\$25,000)

*Marine Dealer Literature Display Racks:* Display racks for U.S. Coast Guard and U.S. Coast Guard Auxiliary literature were purchased to improve distribution of boating safety literature. These display racks are intended to be used at retail outlets and marine dealers. (\$23,725)

*Personnel Support:* Funding is providing for personnel to support the development of new regulations, to support new contracting activities associated with the additional funding, and to monitor and manage the contracts awarded. (\$281,428)

A total of \$8,713,240 of the \$15,000,000 made available to the Coast Guard through annual transfers of \$5 million in fiscal years 1999, 2000 and 2001, has been committed, obligated or expended as of June 15, 2001, and \$800,000 is being held for a national boating survey.

Dated: June 20, 2001.

**Kenneth T. Venuto,**

*Rear Admiral, U.S. Coast Guard, Director of Operations Policy.*

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**BILLING CODE 4910-15-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request to Release Airport Property at the Snohomish County Airport/Paine Field, Everett, WA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of request to release airport property.

**SUMMARY:** The FAA proposes to rule and invite public comment on the release of land at Snohomish County Airport/Paine Field under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

**DATES:** Comments must be received on or before August 13, 2001.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Mr. J. Wade Bryant, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Seattle Airports District Office, 1601 Lind Avenue, SW., Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Dave Waggoner, Airport Director, 3220-100th Street, SW., Everett, Washington 98204-1390.

**FOR FURTHER INFORMATION CONTACT:** Ms. Cayla Morgan, Project Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Seattle Airports District Office, 1601 Lind Avenue, SW., Suite 250, Renton, Washington 98055-4056.

The request to release property may be reviewed in person at this same location, by appointment.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release property at the Snohomish County Airport/Paine Field under the provisions of the AIR 21.

On June 26, 2001, the FAA determined that the request to release property at Snohomish County Airport/Paine Field submitted by the county met the procedural requirements of the Federal Aviation Regulations, Part 155. The FAA may approve the request, in whole or in part, no later than August 13, 2001.

The following is a brief overview of the request:

The Snohomish County Airport/Paine Field requests the release of 10.60 acres of non-aeronautical airport property to the Snohomish County Public Works Department. The purpose of this release

is to transfer ownership to the Public Works Department for expansion of existing Airport Road, the major arterial running northwest from State Route 99 to State Route 526. Snohomish County, a political subdivision of the State of Washington, on behalf of the Snohomish County Airport at Paine Field requests the release from the terms, conditions, reservations, and restrictions imposed upon the property deeded to the Airport by the United States of America, and the release of the subject property from any assurances of the County as sponsor as contained in the Surplus Property Act of 1944 and any FAAP, ADAP, or AIP grant agreement. The release of the property will benefit the users of the airport as it will allow expansion of Airport Road and provide transportation and pedestrian improvements along Airport Road, thereby reducing traffic congestion to and from the airport and the Airport's Terminal entrance. In addition, revenues generated from the sale of the property will be applied to offset Airport funds used to acquire two parcels of real estate in 1996 and 1997. Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Snohomish County Airport, 3220-100th Street, SW., Everett, Washington 98204-1390.

Issued in Renton, Washington on June 26, 2001.

**J. Wade Bryant,**

*Manager, Seattle Airports District Office.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Availability of Final Environmental (EA) and Draft Finding of No Significant Impact (FONSI)/Record of Decision (ROD) For Toledo Express Airport, Toledo, OH**

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

**ACTION:** Notice of availability of documents and soliciting comments.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public of the availability of a Final EA and a Draft FONSI/ROD. This EA contains a scaled-back version of a portion of projects from an earlier Draft Environmental

Impact Statement (DEIS). The DEIS was initiated in 1996/1997 to assess air traffic noise abatement measures from the 1998 FAR Part 150 Study Update, the development and operation of a second air cargo hub, and aviation-related industrial development.

Interested parties are invited to submit comments on the Final EA and the Draft FONSI/ROD. Based on the information received, the FAA will make a determination whether to approve the Draft FONSI/ROD for the proposed development at Toledo Express Airport or prepare a new Environmental Impact Statement (EIS) on the proposed development.

#### **FOR FURTHER INFORMATION CONTACT:**

Ernest P. Gubry, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7280.

**SUPPLEMENTARY INFORMATION:** The FAA accepted a Final EA for the development depicted on the Airport Layout Plan (ALP) for Toledo Express Airport on June 26, 2001.

The development included:

1. Construction of a 1,159,365 square foot cargo aircraft-parking apron.
2. Construction of two buildings totaling 400,000 square feet housing the Perishable Preparation Center and Dry Freight Sort Facility.
3. Construction of an entrance road.
4. Construction of out buildings
5. Construction of a vehicle parking lot.

This EA contains a scaled-back version of a portion of projects from an earlier Draft Environmental Impact Statement (DEIS). The DEIS assessed air traffic noise abatement measures from the 1998 FAR Part 150 Study Update, the development and operation of a second air cargo hub, and aviation-related industrial development.

The FAA issued a **Federal Register** notice on June 27, 1996 announcing its intent to prepare an Environmental Impact Statement and to hold a public scoping meeting on August 6, 1996. The FAA issued a subsequent **Federal Register** notice on February 2, 1999, announcing the availability of a DEIS for public review and comment and that a Public Hearing would be held on March 10, 1999 to receive public comments concerning the social, economic, and environmental effects of the proposed actions.

The DEIS public hearing raised concerns about the need for cargo related development and the fact that at the time, the Toledo-Lucas County Port Authority (TLCPA) did not have a tenant. However, TLCPA has identified

a tenant for a portion of the Southwest Quadrant as proposed in this EA. Questions were also raised about purpose and need and alternatives; and impacts to threatened and endangered species, air quality, Section 4(f) resources, archaeological resources and wetlands. For the development proposed in the EA these issues have been addressed. A subsequent Ohio Environmental Protection Agency Section 401 Public Hearing was held on March 28, 2000.

The Draft Environmental Assessment was distributed to the agencies and the FAA was involved with agency consultation and coordination at the federal and state levels. Comments on the Proposed Project included concerns about impacts to threatened and endangered species, streams, and wetlands. The Section 404 permit was issued. These issues have been addressed in the EA were appropriate and in addition, a response to comments has been prepared.

Because the second air cargo hub and other aviation-related industrial developments proposed in the earlier DEIS are neither reasonably foreseeable nor ripe for review at this time, an Environmental Assessment was initiated by TLCPA to independently assess the potential impacts associated with construction and operation of a proposed Perishable Preparation Center and Dry Freight Sort Facility, aircraft parking apron, entrance road and related airport improvements in the southwest quadrant of the airport. The site of this proposed facility (73 acres) was included in a portion of the land identified for the larger development projects proposed in the earlier Draft Environmental Impact Statement (DEIS) prepared by the FAA.

For purposes of disclosure it should be noted that the remainder of the Southwest Quadrant site might be developed in the future for other aviation-related industrial uses. However, to date no other future development plans have been prepared for this site and no other tenants have been identified. Any development plans for the possible development in the remainder of the Southwest Quadrant site in the future are not discussed in this EA. All future development would require an additional environmental review that would include a discussion of cumulative impacts of the project assessed under this EA. Any other actions considered in the 1999 DEIS also would be subject to separate environmental review if they become ripe for decision at a later date.

The Proposed Project assessed in this EA has independent utility from the air