

CAS No.	Substance	Special exemptions	Effective date	Sunset date
123-72-8	Butanal .....	*	12/16/88	12/16/98
6145-73-9	1-Propanol, 2-chloro-, phosphate (3:1).....	*	12/16/88	12/16/98
13674-84-5	2-Propanol, 1-chloro-, phosphate (3:1).....	*	12/16/88	12/16/98
13674-87-8	2-Propanol, 1,3-dichloro-, phosphate (3:1) .....	*	12/16/88	12/16/98
33125-86-9	Phosphoric acid, 1,2-ethanediyl tetrakis (2-chloroethyl) ester.....	*	12/16/88	12/16/98

(Approved by the Office of  
Management and Budget under control  
number 2070-0004.)

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## Part VI

### Department of Transportation

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Research and Special Programs  
Administration

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14 CFR Parts 217 and 241

Aviation Economic Regulations; Report of  
Traffic and Capacity Statistics; Collection  
of Service Segment and Charter Data;  
The "T-100 System"; Final Rule

## DEPARTMENT OF TRANSPORTATION

Research and Special Programs  
Administration

## 14 CFR Parts 217 and 241

[Docket No. 44999; Amendment No. 217-2;  
241-57]

[RIN 2137-AA97, 2137-AB01]

Aviation Economic Regulations;  
Report of Traffic and Capacity  
Statistics; Collection of Service  
Segment and Charter Data; The "T-100  
System"AGENCY: Research and Special Programs  
Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This final rule prescribes the collection of scheduled and nonscheduled service traffic data from foreign air carriers which provide service to and from the United States and for the domestic and international operations of United States carriers. These data will augment the charter data already reported by foreign air carriers serving the United States. At the same time, the Department of Transportation, hereafter referred to as DOT or the Department, is establishing a single automated system for collecting traffic data from both U.S. and foreign air carriers. This system: (1) Replaces the collection of U.S. and foreign air carriers' charter data on Form 217; (2) eliminates most of the burden associated with the recurrent hard-copy submissions of Form 217 and Form 41 "T" schedules; (3) reduces the number of traffic and capacity data elements for U.S. air carriers; and (4) through summarization, it simplifies submissions from all reporting air carriers. This more closely aligns the data collected by the Department with that necessary to fulfill its aviation responsibilities under the Federal Aviation Act of 1958, as amended.

**EFFECTIVE DATES:** January 1, 1989, for foreign air carriers; January 1, 1990 for U.S. air carriers.

**FOR FURTHER INFORMATION CONTACT:** Donald Bright or Richard King, Office of Aviation Information Management, DAI-10, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-4384, or 366-4375, respectively.

**SUPPLEMENTARY INFORMATION:**

## Periodic Review

The Department plans to review the reporting results experienced under the T-100 data collection system after two years, and to request comments on the

effectiveness of these regulations in achieving the DOT objectives, including whether there are less burdensome reporting methods. These may include some data alternatives, impracticable today, that become possible due to future technological or other advances, such as the rapidly evolving computer innovations and reservations processes, which may enable air carriers to provide these market-oriented traffic data with much less burden than presently feasible systems.

## Background

The Airline Deregulation Act (Pub. L. 95-504, October 24, 1978) (ADA), as amended by the Civil Aeronautics Board Sunset Act of 1984 (Pub. L. 98-443, October 4, 1984), revised section 329(b)(1) of Title 49 of the United States Code to require the Secretary of Transportation to collect and disseminate information on civil aeronautics and to continue certain data collection activities of the former Civil Aeronautics Board (CAB). These activities include continuing the collection and dissemination of data on the number of passengers traveling by air in interstate and overseas (i.e., domestic) air transportation without flight number identification, unless the flight is providing domestic essential air service, in which case flight numbers may be required.

In 1970 the CAB adopted Economic Regulation ER-586 to provide for the collection of traffic and capacity data on a service segment basis (a pair of airports served by a single flight stage), from certificated air carriers, with submission of the data on computer magnetic tape or other Automatic Data Processing (ADP) media. A few air carriers did submit modified service segment data on a hard-copy form. Although much of the economic regulation over domestic air transportation was eliminated by the ADA, and other changes have taken place within the aviation industry, the Department continues to need data for nonstop segments and for on-flight markets, but in much less detail than has been reported in Service Segment Data (SSD). Besides Service Segment Data, the Department has collected traffic and capacity data from large certificated air carriers on nine Research and Special Programs Administration (RSPA) Form 41 "T" (traffic) schedules, and on RSPA Form 217 "Report of Civil Aircraft Charters Performed by U.S. Certificated and Foreign Air Carriers." Other sources of air carrier traffic data have included: foreign trade data collected from importers by the Department of Treasury's Customs

Service and from exporters by the Department of Commerce's Bureau of Census; and the passenger data collected by the Department of Justice's Immigration and Naturalization Service (INS) on Form I-92.

This final rule implements a consolidated set of schedules and procedures for reporting all traffic and capacity statistics that both modernizes the process and significantly reduces air carrier burden. The new set of schedules includes only (1) the Schedule T-100(f) for foreign air carriers, and (2) for large U.S. air carriers holding 401 certificate authority, it includes the T-100 Schedule, plus the reduced and redesignated supplemental Form 41 Schedules T-1, T-2 and T-3. The T-100(f) collects from foreign air carriers for the first time certain limited data related to scheduled service operations in the U.S. market. As a whole, these schedules are known as the T-100 system.

For U.S. air carriers, the T-100 system replaces the former Form 41 Schedules T-1(a,b,c), T-2, T-3(a,b,c) and T-9, along with the ER-586 Service Segment Data and Form 217 reporting. The heart of the final rule is the T-100 report, which collects nonstop segment data and on-flight market information by equipment type and by service class. In the T-100 system, air carriers are no longer required to submit data on down-line deplanements or to report specific flight numbers for international operations (consistent with the previous elimination of flight numbers in domestic U.S. operations). Much of the information formerly collected on hard-copy Schedules T-1(a,b,c), T-2, and T-3(a,b,c) will be derived directly from the computerized T-100 detail reports, thus eliminating much of the air carrier burden associated with the preparation of these reports. However, the Department still finds it necessary to retain portions of these supplemental schedules to obtain summary data elements not collected on the Schedule T-100.

Foreign air carriers holding 402 permits, or exemption authority, and using aircraft with a maximum seat capacity of more than sixty seats or a maximum payload capacity of more than 18,000 pounds, will file Schedule T-100(f). The T-100(f) only applies to nonstop segments and on-flight markets where one or both points are within the U.S. and its possessions. When carriers are granted a foreign carrier permit or exemption authority by the Department, they will also receive a letter from the Department of Transportation, Research and Special Programs Administration,

Office of Aviation Information Management (DOT, RSPA, OAIM) advising them of their reporting obligations.

#### Public Comments

Forty-seven public comments were received, including six U.S. air carriers (Air Berlin, American, Delta, Northwest, USAir and United); three trade associations (Aerospace Industries Association of America, Inc. (AIA), Air Transport Association of America (ATA) and the International Air Transport Association (IATA)); one embassy (British); four U.S. Government agencies (Department of State-Office of Aviation Programs and Policy, Department of Labor-Bureau of Labor Statistics, Department of Commerce-U.S. Travel and Tourism Administration and Department of Commerce-Bureau of Economic Analysis); thirty foreign air carriers; one airport (Stewart); one data service firm; and one data user (USAF).

#### Initial Reporting and Phase-in Period Before Reporting Begins

Avensa wants a 6 month interval between adoption of a final rule and the first period for which reports are due, and it requested a quarterly report, rather than monthly, particularly for the first year, to ease the transition.

Singapore Airlines, Lufthansa and ATA ask that the effective date of the final T-100 rule be delayed for at least 6 months after it is published to provide time for all interested persons and governments to act.

Swissair wants foreign carrier reporting delayed at least a year after the final rule is enacted, to allow sufficient time for reprogramming.

The T-100 reporting system will be implemented in two stages over a year. Foreign air carriers will be required to begin reporting on January 1, 1989, while U.S. carriers will begin a year later. The Department feels that several months lead time is sufficient for foreign carriers to design their initial reporting systems to report 11 data items monthly. However, since it is a completely new system for foreign carriers, the Department's limited staff resources can be used to their fullest extent in helping them with any problems they may have before the U.S. carriers are brought on board. Further, the need for data from foreign air carriers is much more critical, since the Department has no data on their scheduled operations in the U.S. market, but does have data for U.S. carriers. The Department does not expect as many implementation problems from U.S. carriers, because they will be modifying existing systems instead of implementing new systems.

Finally, the Department feels a year is necessary for assisting foreign carriers, because there are potentially about three times more foreign carriers than U.S. carriers, there could be language problems, the communicating distance is much greater, and not as much is known about their information systems. This approach will produce the greatest benefits and correctly focus the Department's efforts while preserving the flow of U.S. carrier data.

#### Costs and Burdens

In general, the U.S. air carriers did not express significant concerns about cost burdens or about personnel training and procedural changes that may impact them as a result of the T-100 system. Burden did figure more prominently in foreign air carrier responses.

United said that the T-100 system for foreign air carriers is long overdue, but Delta is opposed to the T-100 system, which it considers very burdensome to U.S. carriers, and unnecessary; separating tickets by three classes of service instead of the current two sorts would cost almost \$200,000 in reprogramming effort alone, it estimates. Delta believes that the revenue data by fare class that are included in the current DOT data collection,

"Passenger Origin-Destination Survey," could be used to derive middle cabin data, if DOT will reformat the information already reported. Codes for services such as middle cabin vary so widely that inconsistent data would be the end result; although DOT treats the terms "middle cabin" and "business class" as though they were interchangeable, they are not, Delta contends.

The Air Transport Association (ATA) is concerned about burden. ATA estimates that to implement the new T-100 system would result in an aggregate cost to its members that would be in excess of \$1,000,000. More than 20 U.S. air carriers are members of ATA, including Delta.

British Airways (BA) estimated a cost of 180 man-hours per year, plus computer time and associated costs, which would appear to indicate a cost estimate of several thousand dollars annually. BA disputes that monthly traffic and capacity data of such detail is necessary to bilateral negotiations, and said DOT has not stated the changed circumstances that would justify imposition of new regulatory burdens. BA said that INS reductions will not reduce these costs, and that the I-92 is already a "batching" document for I-94. Since British Airways has a large presence in U.S. markets relative to many other foreign air carriers, it may

be expected that only a few other foreign carriers would equal or exceed its burden hours.

Air Canada, Air Jamaica, Balair, Condor and Philippines believe that the T-100 system is, contrary to assertions, enormously burdensome and unnecessary. For an annual period, these 5 carriers allege that their burden will increase from 94 forms to 3,056 and for all foreign air carriers reporting would increase from a few hundred to 75,000 forms annually, since they must include scheduled service on the T-100(f) reports. Air Afrique opposed the T-100 system as an unjustifiable reporting burden, 6 separate reports each month for its 2 weekly flights to the U.S., 72 a year.

Canadian Airlines International (CAI) said the proposal is burdensome and redundant; it suggested that such data can be derived from true O&D exchanged quarterly by the U.S. and Canada. CAI said the burdensome, costly T-100(f) would not be offset by I-92 report reductions, because Canadian carriers do not file the INS data.

Caricargo believes its reporting burden will increase; although Form 217 will be eliminated, the 217 data will continue to be reported on T-100(f). Caricargo has no ADP capability, and would submit burdensome manual reports.

Finnair considers T-100(f) a burden that is not justified by any need for additional data; the statistics supplied to ICAO and to IATA should be sufficient. If collected, the T-100(f) should be collected quarterly, not monthly, to reduce reporting burden. IATA said there would be unnecessary duplication and conflicting data requirements; it suggested that DOT satisfy its data needs through existing IATA data collection programs. IATA said it may be possible for IATA to expand its programs to collect the data that DOT needs. Japan Air, Lufthansa, Singapore Airlines, and Swissair want DOT to defer the final T-100 rule pending revision of the IATA/ICAO data reporting systems, which they believe will provide market data that will satisfy DOT's needs. Avianca, Mexicana, LAV, LACSA, and VASP also feel that the current ICAO data, or INS data, or data exchanges between governments are adequate, and that the portion of the rulemaking (14 CFR Part 217) applicable to foreign air carriers should be withdrawn. Avianca, Finnair, Japan Air, LACSA, Lufthansa, Mexicana, Swissair and VASP are members of IATA.

Aeromexico, TAP and Nippon Cargo believe that burden is not reduced, but

will increase. Air France said the T-100(f) would be very burdensome and opposed the burden as a step backward from the deregulation championed by the U.S. Alitalia believes burdens to foreign carriers are greater than benefits to DOT; *ad hoc* information should be sufficient. KLM objects to burden, saying much of the requested T-100(f) data is not currently available to KLM, and would have to be generated. Avensa considers the proposal more complex and costly than the present level of reporting and is opposed to the T-100 system.

The British Embassy said that the Schedule T-100(f) reporting in the T-100 system would be an unjustified expense and staff burden.

The Department is not convinced there would be an overwhelming paper reporting burden, since foreign carriers would not be faced with a manual system if they adopt the modern, efficient computer oriented system that DOT envisions. It is likely that only the smallest foreign air carriers, or those with very little U.S. traffic volume, and hence a very small burden, would elect to submit the manual paper reports.

An analysis of 12 foreign carriers' reporting on the Schedule T-100(f) using the June 1988 Official Airline Guide schedules discloses that one of the largest carriers would only have 61 lines of entry for its scheduled service operation in the U.S. market for June using the redesigned Schedule T-100(f) (see next paragraph on the redesigned form). This carrier serves 17 U.S. points from 3 homeland points with 4 different aircraft types and had over 1300 departures. The number of lines would be considerably decreased if the number of points were less and/or the number of different aircraft types were less. A typical small carrier would have only 6 lines of data for 18 departures serving 1 U.S. point from 3 homeland points. The average number of lines of data for the whole group was about 20. This analysis included a cross section of foreign carriers ranked into 12 groups based on scheduled service passenger volumes for calendar year 1987. The groups ranged from under 10,000 passengers (smallest group) to over 2 million passengers (largest group). The reporting for one carrier was analyzed from each group. A review of reporting for several purely charter carriers disclosed that the number of line entries generally would be the same as for Form 217. For those carriers which reported different flight stages, the T-100 would require 50 percent fewer line entries than previously.

Twenty lines of data per month for a foreign carrier is not an unreasonable

burden in view of the Department's need for the data. Nevertheless, the Department is sensitive to foreign carrier concerns in this area and wants to minimize any potential reporting burden on carriers as much as possible. In this context, the Schedule T-100 has been redesigned to permit 20 lines of data on each form in lieu of multiple submissions on separate forms. In an "extreme" case scenario, even the foreign air carriers with the most extensive service in U.S. markets should not expect to submit more than 12 monthly ADP reports each, per annum, or a few hundred lines of data each year. Virtually all foreign carriers except Canadian carriers should realize a substantial decrease in INS reporting burden. Reporting burden is related to the size of a carrier's U.S. operations, and the sophistication of its data retrieval system. We believe most foreign carriers do generate this data for their own business purposes. The burden is to conform their data to the DOT rule, and that burden is justified in light of the benefits to be derived for aviation information collection, use and dissemination.

Data collections conducted by ICAO or IATA are not viable alternatives to the T-100 system as some carriers suggest for a many reasons. All foreign carriers are not members of IATA, and all carriers are not reporting to ICAO. Either data base might suffice if the broad picture was the focus. The Department's needs are much more narrow. That is, country to country is the primary focus and if a carrier is not reporting and is the only carrier of that country, then the Department has no data to use. See caption entitled "Alternative Data Sources" for more information.

The Department does not dispute that there will be some costs to reprogram for U.S. carriers, whether it is approximately \$50,000 per carrier as ATA estimates or \$200,000 as Delta estimates for its own program, the Department believes in the long run that there will be cost savings since there is less data to report to the Department and INS.

The Department considers as quite reasonable both the potential costs to each foreign carrier of reporting (which are estimated at from \$100 to \$2,000 per each monthly submission, based upon the size of the carrier's reported operations) and the possible manpower burdens to the air carriers (which are estimated at from 1 to 20 staff hours per submission). Further, it may be somewhat disingenuous for carriers to suggest that the Department wants thousands of reports each year when

only one ADP submission or a few pages of a hardcopy report per month is required.

The Department has reexamined its need to collect two capacity data elements (available seats and available payload weight) from foreign air carriers. In lieu of requiring that these elements be reported to DOT, the Department will rely, for a trial period, upon existing data sources in the private sector. The Department will generate estimated seat capacity data from the Official Airline Guides (OAG) semiannual seat configuration data voluntarily supplied by the foreign air carriers. Similarly, the Department will also estimate available payload weight. If the experiment is only partially successful and private sector data gaps exist for a very few carriers, the Department may employ *ad hoc* reporting pursuant to 14 CFR 385.27. However, if the private sector data are substantially inadequate, DOT may require foreign air carriers to submit actual capacity data on Form 41 Schedule T-100(f), as originally proposed.

Eliminating collection of capacity information reduces the proposed 13 data elements to 11. Several of these data elements are merely labels (namely: Air carrier, report date, origin airport, destination airport, service class, and aircraft type), and only the remaining few (passengers, freight kilograms, and aircraft departures) represent hard data items that foreign carriers must report.

#### Confidentiality and Access to Detail T-100 System Information

Many of the carrier comments dealt with the question whether limited or permanent confidential treatment should be accorded the T-100 system's detailed data by carrier. Comments ranged from urging immediate release to permanent confidentiality.

Avensa wants the data collected to be released immediately; it said DOT should require simultaneous disclosure of all individual carrier market data as to a particularly country to each carrier, U.S. or foreign, serving the market.

American would make the T-100 data of U.S. and foreign carriers public 90 days after the end of the reporting month—or not collect it at all. American does not believe that the data can be kept confidential or that it should be restricted from release to the public. American urged that prompt public dissemination of on-board and on-flight market data of both U.S. and foreign air carriers will assist the nation's airlines in more intelligently distributing their

capacity and enhancing competition, leading to a more efficient national airline industry. Keeping the data confidential for 3 years will deny airline management the information that allows them to optimize their resources and offer the best service to the traveling public.

USAir would permanently preclude the availability of its data to its competitors because it contends that detailed on-board and on-flight market data remain valuable to potential competition even after 36 months. It believes that such data would not be disclosed in an unregulated industry.

Aeromexico objects to any disclosure before or after a 3-year period, because it has fundamental problems regarding public disclosure of highly sensitive competitive information. Both Aeromexico and British Airways feel disclosure should be limited to the U.S. government and to parties who have obtained the prior written consent of the foreign air carrier owning the data. Air Canada, Air Jamaica, Balair, Condor and Philippine (joint comment) and Qantas also make the same argument concerning sensitivity and would object to the U.S. releasing their data to other governments. They would prefer an absolute veto power regarding any request for their data. Cathay Pacific also does not want the U.S. to be able to release one foreign government's data to another country.

Air Afrique wants assurances the data will be kept confidential for 3 years, with no exceptions. Canadian Airlines International is concerned that sensitive data must be held in strict confidence. KLM said it is anti-competitive for governments to collect and disseminate such sensitive commercial information. Jointly, Avianca, Mexicana, LAV, LACSA, and VASP expressed their concern for adequate safeguards ensuring the confidentiality of data.

Japan Air, Lufthansa, Singapore Airlines, and Swissair are concerned with safeguarding sensitive data, but want the U.S. to share the data, to the extent that it is collected, with affected foreign governments with whom the U.S. is involved in bilateral negotiations, and they object to the data being available to any other party, such as their U.S. carrier competitors.

Nippon Cargo wants protection for its confidential traffic data, including restrictions on release by an Administrative Law Judge. The carrier said that the proposed regulations provide intolerable latitude for DOT to release Nippon Cargo's data to anyone who can show significant need, if DOT finds it in the public interest.

IATA said individual market share data should not be publicly disclosed. Such data are often protected by privacy and confidentiality laws in an airline's own country. There should be no exception to confidentiality unless the foreign government concerned specifically concurs.

The Aerospace Industries Association (AIA) said it would prefer to have access to the T-100 data within 12 months. Stewart International Airport said that the final rule should include provisions that assure access to T-100 data for U.S. airports.

The Department has decided to keep U.S. carrier data confidential for 3 years with limited access, as proposed. The T-100 final rule conforms with the DOT policy on "confidential commercial information" which provides business submitters of data both notification and an opportunity to object before a disclosure determination is made. Therefore, the Department will take into account the views of the carriers providing data before deciding whether to release it to non-U.S. Government parties requesting access. Certainly, the Department has no intention of prematurely releasing sensitive carrier data to competing carriers or other governments. The objective is to collect limited data that DOT needs, and to provide adequate safeguards while allowing reasonable current releases of aggregate data. The Department intends to continue publishing summary level data, as it has in the past, that are derived from the reported data, such as the Airport Activity Statistics and the Monthly Air Carrier Traffic Statistics. Also, the Department will release country-to-country passenger data without carrier detail, similar to INS data.

The Department has established a reasonable period of time during which it will prevent unauthorized access to detail traffic data that the reporting carriers consider to be sensitive commercial information. However, the Department cannot accept that these data should be kept confidential forever, or even after 3 years, because there are public interest benefits in making these data available. A 3-year restricted release period is considered to be adequate protection to the reporting carriers, and to the extent that subsequent release may lead to constructive competition, that is found to be in the public interest.

The Department assures foreign governments and foreign air carriers that the data carriers submit will not be released prematurely to other airlines or other foreign governments. Further, the reporting carriers' views will be sought

regarding public requests for access to their data, and these views will be accorded significant weight by the Department in its decision whether to release the requested data. The IATA noted that ICAO does not publish on-flight O&D data where only one carrier provides service in a market, which eliminated about one-half of all origin/destination city pairs. The Department's final rule is more stringent than ICAO (which has no restrictions on disclosure of its annual Form C "Traffic by Flight Stage" data and does not publish monopoly markets or release individual carrier data from its quarterly Form B "On-Flight Origin and Destination"), because T-100 detail traffic data by carrier will not be available to the public during the 3-year restricted release period; even summary data in an on-flight market (country-to-country data) will not be available, unless three or more carriers are represented.

On balance, the Department's considered opinion is that these regulations provide adequate protection to sensitive commercial information during the 3-year period when release would be most critical and potentially harmful to the interests of the reporting carriers, while still making them public after that restricted release period so that they are available for relevant research and academic studies to enhance and promote healthy competition in the industry.

#### International Reciprocity

A number of foreign carriers expressed the common theme that the T-100 data collection system would reduce reliance on current cooperative data endeavors and may impact bilateral negotiation policy on data exchanges. Some foreign carriers believe Congress did not intend for DOT to collect foreign carrier data on a regular, recurrent basis as is proposed, although wide latitude in data collection authority is conferred upon the Department in section 407(a) of the Act. Their opinion is that international principles of comity and reciprocity preclude such unilateral data collection efforts. Some question the legality of the T-100 system under current bilaterals and suggest their governments would forbid their compliance. Further, potential foreign "retaliation" was raised as an issue in that some countries that do not already collect data from U.S. carriers may opt to collect equivalent data or more.

American expects foreign governments to require similar data of U.S. air carriers. British Airways said the T-10 system is "pregnant" with

international controversy; scheduled data have not been needed for 50 years, except in limited, episodic bilateral negotiations, and many years may pass between negotiations. Therefore, the T-100(f) is unnecessary and will provoke similar requirements from foreign governments on U.S. air carriers. The British Embassy said the T-100(f) was unnecessary and will lead to the imposition of similar burdens by many other governments; it urges that DOT reconsider. Her Majesty's Government does not consider that the case for seeking this information has been made and would therefore question the need for it.

Aeromexico says T-100(f) data are needed only on a country-to-country basis, not on an expensive carrier-by-carrier basis, and they are too sensitive to be collected in the form prescribed by DOT. Nippon Cargo said such data should be submitted, if at all, on a bilateral, government-to-government basis; Nippon Cargo considered the requirement to be unprecedented and inconsistent with the principles of international comity and reciprocity.

Air Afrique sees no basis or justification for not continuing the reciprocal exchange of market data on a government-to-government basis. Air France said bilateral and competitive implications of reporting such data could require it to obtain detailed instructions from its government. Air France alleges that the T-100 system is a complex change of reporting responsibilities, much of which would be first time requirements for foreign flag carriers. The complex pattern of services operated by Air France to the U.S., or via the U.S. to third countries, would probably be misinterpreted in such reports. Due to the magnitude of potential for competitive damage, the only data Air France would even consider reporting are market data, limited to passenger statistics. Sabena said the U.S./Belgium Air Agreement does not provide for such statistical data; therefore, any request for data by DOT would not be in accord with the Agreement, and it must put the matter before Belgian authorities.

Air Indian said DOT must defer to the recently concluded bilateral agreement between the U.S. and India, which provides for a far more detailed exchange of traffic data than DOT proposes. It suggests a waiver from the T-100 system reports in cases where an aviation bilateral agreement provides for an exchange of substantially equivalent detail. Alitalia questioned DOT's authority to collect such data, and questioned the propriety of

attempting to implement the T-100 system in view of the existence of the U.S./Italian bilateral agreement. Alitalia believes such collection should be implemented only after bilateral consultations and negotiations. Canadian Airlines International said the Canada/U.S. Air Transport Agreement has no provision for Canadian carriers to submit data such as would be reported on Schedule T-100(f). Even if it did, Canadian carriers should be exempted, due to the current informal bilateral exchange of true O&D data. KLM cited Netherlands/U.S. air transport agreement which agreed to minimize the administrative burdens of filing requirements. KLM objects to the T-100 system, believing it is against the interests of competition in international aviation to have governments collect and disseminate market information.

Alitalia, Japan Air, Lufthansa, Singapore Airlines, Swissair, Air Canada, Air Jamaica, Balair, Condor, and Philippine Airlines indicated that the unilateral imposition of T-100(f) by DOT may violate existing international aviation agreements. Government-to-government consultations under existing aviation agreements are considered necessary. They believe the data collection is contrary to the intent of Congress, and cited the legislative history of the International Air Transportation Competition Act of 1979 (IATCA) (Pub. L. 96-192, 94 Stat. 38, (1979)). The authority granted by section 407(a) of the FAA, with respect to foreign air carriers, was to be exercised with great discretion. Some carriers cited statements in that legislative history by former officials of the State Department, CAB and DOT who said the U.S. must use great caution in asking for data from foreign air carriers. The carriers said foreign retaliation is likely, as well as bilateral confrontations.

In a separate comment, in addition to the joint statement with other carriers, Lufthansa said the Department should be aware that, pursuant to its operating authority granted by the Federal Republic of Germany, Lufthansa is precluded from submitting data, such as would be required, without the consent of its Government. Accordingly, Lufthansa might be unable to comply. Further, it believes the T-100 system is contrary to the intent of Congress; Lufthansa said Congress did not intend in section 407(a) "to authorize a wide-ranging periodic reporting requirement such as is proposed in the NPRM."

It is clear that section 407(a) of the FAA authorizes the T-100 system of data collection. The T-100 element for scheduled service traffic as adopted in

this rule are designed to impose the least practicable amount of burden. Also, foreign air carriers have been submitting detail charter flight traffic statistics under DOT/CAB regulations for many years without substantial objections.

The Department promulgated this reporting requirement to obtain information enabling it more adequately to meet its statutory requirements in a number of program areas. It is not the intention of the Department to impose an unreasonable burden on foreign carriers or to require a more onerous report which represents a dramatic deviation from those commonly collected from U.S. carriers by foreign aviation authorities. In exercising its authority under section 407(a) of the FAA to require the T-100 system, the Department conducted a thorough study that concluded that the T-100 system was absolutely essential to the efficient and effective performance of the Department's responsibilities under the law. Several persuasive factors have influenced the Department's decision, not the least of which is the increasing technological sophistication of the air carrier information systems, which tends to facilitate better reporting, at less cost than a manual system. While the T-100 system data may have been somewhat burdensome for larger U.S. or foreign carriers if it could only be submitted manually, the increasing computerization of the aviation industry information systems greatly facilitate the carriers' accumulation of these data at minimal cost.

While it is true that DOT and before it, the CAB, has used estimates, it can no longer continue to collect less than it needs, given the current intense competition in the marketplace, the maturity of the industry, and the ability of the air carriers to report more detailed data. The Administration is on record as taking a closer look at the trade between countries to ensure that U.S. trade interests are properly protected in negotiations on air routes and other rights. In order to carry out the U.S. international aviation policy effectively, as required by the Congress and the Administration, the Department requires more precise data as prescribed in the T-100 reporting system.

With the cooperation of the U.S. Department of State (DOS), the Department conducted a survey, in May and June 1988, of foreign country traffic reports submitted by U.S. airlines to determine whether the complexity and reporting requirements proposed in the T-100 system represented a more onerous reporting burden or dramatic

deviation from the information customarily collected from U.S. carriers by other countries.

The survey analyzed the traffic reporting requirements of 20 countries which represented a broad geographical distribution. While most of these countries are among the United States' major aviation trading partners, there was a wide range in the volume of traffic in the United States market. In total, these 20 countries in 1987 represented about two-thirds of the U.S.'s international air passenger volume and almost 60 percent of the U.S. international air freight tonnage. While the reports are quite diverse in terms of content, the survey concluded that the T-100 system is well within the limits of common international reporting practices, and is by no means as extensive as many of the reports that U.S. carriers are required to file abroad. Of the 20 countries, only 2 do not have periodic traffic reporting requirements. Two other countries' requirements are slightly less than those of the T-100. Of the remaining 16 country reports, all have one or more significant features which make them as detailed and in most cases more extensive or burdensome than the T-100 system. For example, 13 have daily or per flight reporting requirements. Like the T-100 system, two provide for monthly reporting, while one is an annual report. Eight require two or more different reports. While 15 of the 16 reports have more data elements than the T-100 system, we have decided to reduce the number of data elements on the Form 41 Schedule T-100(f) from 13 to 11. Three of the foreign governments even require financial reporting of U.S. carrier operations. Some countries, that do not require detailed traffic reports, require that U.S. air carriers submit copies of each flight passenger manifest and copies of all airway bills and tickets, from which the government has the ability to compile exact traffic and revenue statistics.

Therefore, the Department has concluded that the T-100 system is not unduly burdensome to foreign carriers and that it is well within the scope of the types of data that foreign countries commonly collect from U.S. air carriers.

#### **Need for Aviation Data by Other U.S. Government Agencies**

The United States' Department of State—Office of Aviation Programs and Policy (DOS) believes DOT should collect data on passenger traffic originating or destined for foreign points "behind" or "beyond" those homeland points served by non-stop flights to/ from the U.S. DOS said carriers

operating directly to the U.S. appear, incorrectly, to carry a much larger share of total traffic than do those serving points via connections at intermediate stops; thus, SAS appears to carry most of the traffic from Scandinavia, while U.S. carriers serving Scandinavia as a beyond point through, for instance, connections in London, do not appear to carry Scandinavian traffic. DOS also suggested that DOT require reporting in the T-100 system of traffic to "behind" or "beyond" points involving international air cargo services.

The U.S. Department of Commerce—U.S. Travel and Tourism Administration (USTTA) opposes loss of citizenship on Form I-92 and flight number detail from Service Segment Data, saying that the data needs of other agencies require consideration. It may be easier for DOT to collect a few supplemental data items from air carriers to meet their needs than for USTTA to create a whole new air carrier data collection.

The U.S. Department of Commerce—Bureau of Economic Analysis (BEA) wants the number of U.S. citizens on foreign air carriers, the number of foreign citizens on U.S. air carriers, and the total number of U.S. citizens traveling by air. These data are used in computing the U.S. balance of payments, gross national product, and U.S. input-output account.

The U.S. Department of Labor—Bureau of Labor Statistics (BLS) International Price Program (IPP) and the Consumer Price Index (CPI) are current users of DOT data for their air passenger fare price indexes. The IPP uses Form I-92 data to calculate the balance-of-payments expenditure weights for the export air passenger fares indexes, and as the sampling frame for the foreign carrier and import air passenger fares series. Since BLS' programs need U.S. resident and alien passenger counts for U.S. and foreign gateway port pairs in order to calculate accurate balance-of-payment weighing factors, it strongly opposes loss of citizenship data. BLS also asks for data that DOT did not propose in the T-100 system—a fourth fare class (coach discount), in addition to first class, business and coach. BLS has found it difficult to obtain information about the fare class seating distributions for foreign carriers, and asks DOT to extend its reporting of on-flight markets connected to a U.S. gateway to include points beyond the homeland of the foreign carrier.

The United States Air Force (USAF) said the T-100 proposal posed no problems for its military Airlift Command (MAC) ratemaking, but

expressed concern that DOT should not further reduce the Form 41.

The Department is acutely aware of the importance of the DOT aviation data bases to other Federal Government agencies. However, with the exception of two service class codes (N and R) collected specifically for the Department of Defense—United States Air Force (USAF) with the concurrence of OMB, the rule provides for only the data needed by the Department.

#### **Reporting Period**

Avensa, Qantas and Swissair request 45 days following the subject month, in which to submit the form 41 Schedule T-100(f) data. Qantas believes that, in view of the volume of data requested by the Department, the processing time needed to accurately produce data in the format specifically required, and the time required to deliver the data to the Department, the 30 day filing requirement is unreasonably short.

Finnair wants the T-100(f) data to be submitted quarterly, similar to the reporting period prescribed for Form 217.

The Department understands the carriers' desire for a longer interval to submit the report. Once the reporting system is in place, we feel the carriers will be able to submit the data to the Department within 30 days. The majority of carriers are meeting the 30 day deadline on the Form 217 report. Carriers are able to report within 30 days without undue difficulties, since many carriers have traffic data systems that provide fully-edited, final traffic data to management within 5 to 15 days after the end of the reporting month. The comment suggesting an increase in the reporting period, from monthly to quarterly, is not a viable alternative. The first month's data of the quarter would be several months old when the Department receives it. This is to much of a lag for the Department to keep on top of the changes taking place in the scheduled service sector.

#### **Collection of T-100 Data by Cabins (First, Middle, Coach)**

The Notice of Proposed Rulemaking proposed adding a middle cabin (business class) category to the existing data elements (first class and coach) collected from Group III U.S. air carriers; that is, these carriers would report passengers enplaned and transported, and available seats by these classes.

American believes both foreign and U.S. carriers should identify three separate cabins (classes) for domestic and international routes. On the other hand, Delta opposes the T-100 proposal

to collect middle cabin data, and supports simply continuing the first class and coach class data collection.

The ability to gauge the increasing significance of middle (business) cabin service within the international sector of the industry is an important feature of the T-100 collection system. The Department historically has needed U.S. carrier data by cabin, and continues to need such data to make decisions and to analyze the relative costs and revenues of U.S. air carriers and their foreign competitors.

Foreign carriers are not required to report any traffic statistics by cabin, or passenger revenue data.

Because business class fares are more extensively used in the air carriers' international operations (versus domestic operations), the Department has decided that business class, along with first class and coach class cabins, will be reported by Group III air carriers in the international sector only. Also, the Department has decided that no cabin distinctions are needed for domestic operations of any air carrier group. To the extent that the Department needs domestic traffic data segregated into first class, middle (business class) and coach cabin categories, it will rely upon *ad hoc* requests as provided by the authority in 14 CFR 385.27.

In summary, Group III U.S. air carriers will report first, coach and middle (business class) cabin data only for international operations. All domestic operations and the international operations of Groups I and II U.S. air carriers will be reported by summarizing the three classes and reporting them on Schedule T-100 in the total category provided for Available Seats, Passengers Transported, and Passengers Enplaned.

Because of the many innovative air fares developed since deregulation, and the heavy use of discount air fares, the Department's definition of fare classes (first class, coach, etc.) may very well be outmoded for statistical purposes. The Department plans to review the fare class definitions and propose any necessary revisions or additions in the traffic and revenue requirements commensurate with the Department's needs (Regulatory Agenda, 53 FR 14040, RIN 2137-ABOO).

#### **Form 41 Revenue Passenger Data by Fare Class**

In an issue not a part of the T-100 system, the Department proposed in the NPRM to combine the two passenger revenue categories (Accounts 3901.1 First Class and 3901.2 Coach) on Form 41 Schedule P-1.2 "Statement of Operations" into a single revenue

account, "3901 Transport Revenues—Passenger." Based upon further analysis, the Department has decided to retain Accounts 3901.1 and 3901.2 on Schedule P-1.2 and to require the reporting of these data only for international operations of Group III air carriers. In all other instances, a single category of passenger revenue is reported in Account 3901. However, U.S. air carriers may continue to report first class and coach revenue data, if they conclude that such voluntary reporting would be less burdensome than changing their existing financial reporting system.

#### **Classes of Service**

On a T-100 issue, American wants foreign carriers to have the same charter and scheduled service categories (service classes) as required from U.S. carriers.

Although IATA suggests its system as a supplement to or a substitute for aspects of the T-100 system, the Department has not found any alternative data collection system from IATA, ICAO, or any other source, that could substitute for the T-100 system. IATA said its ODS (On-Flight Origin and Destination Traffic Statistics) system is similar in most respects to the T-100 system proposed by DOT, except that it contains only scheduled service data, and IATA does not collect capacity data (such as tons and seats available for sale) by segments (city pairs). IATA's ODS system does have passengers segregated into cabins (First, Business, and Economy).

The Department recognizes the merit in American Airlines's position that U.S. and foreign carrier data service classes should be aligned as closely as possible for scheduled or charter service operations, and has adopted uniform service class codes for both.

#### **INS Reports**

Stewart International Airport wants DOT to collect citizenship data or to ensure that INS Form I-92 is continued because access to such data is critical to Stewart's promotional efforts to attract more airlines and develop a full pattern of service, including scheduled service airlines.

USDOC-USTTA wants "I-92" data continued, or replicated in the T-100 reports, so it will have citizenship and flight number data. These data are essential to USTTA's programs to promote tourism.

USDOC-BEA requests that citizenship data be transferred from the I-92 data collection to the T-100 reporting system. BEA programs rely on these data.

USDOL-BLS wants INS Form I-92 continued, because it needs citizenship

data for the International Price Program (IPP) and Consumer Price Index (CPI).

American Airlines is opposed to discontinuing the submission of the INS Form I-92 to INS. It said these reports are necessary to help identify the U.S. citizen/alien distribution for the various on-off (on-flight market) segments of international journeys. Understanding this mix is important to a successful international marketing effort and should be protected or enhanced rather than potentially reduced, according to American Airlines.

TAP is concerned INS may not eliminate I-92 data, and it believes it will have to submit duplicate data to INS and to DOT.

The Department cannot provide any assurances as to INS actions regarding its data collections on INS Forms I-92 and I-94. Whether these data systems will continue unchanged, or will be greatly reduced, must be decided by INS (although we note that INS has informed DOT of its continuing efforts to reduce the number of data elements in these data collections and that I-92 data are no longer required by them, except as batch control totals). The Department has identified the data required by its programs. Except for citizenship data, the T-100 system virtually eliminates the Department's need for INS data.

#### **Reporting of "Freedom" Traffic**

Northwest suggested that the T-100 should divide traffic between locally enplaned and through traffic. Northwest views the lack of this data as a concession to foreign airlines that all traffic to and from the homeland point is "third" and "fourth freedom".

The term "freedom" refers to various transit or transport rights existing and negotiated among sovereign nations. The "Freedoms of the Air" deal with the passage of aircraft within the airspace of a nation; for example, the first freedom is the freedom of an air carrier to fly across the airspace of another country without landing; the second freedom provides for non-traffic technical and refueling stops; the third freedom regards transport of traffic between an air carrier's homeland and a foreign country; the fourth freedom regards transport of traffic from a foreign country to the air carrier's homeland; the fifth freedom regards transport of traffic between two foreign countries, neither of which is the air carrier's homeland; and the sixth freedom is a traffic right that is exercised from behind the air carrier's homeland gateway.

The provisions of this final rule are a reflection of the Department's data

needs rather than a concession to foreign air carriers. Where the Department needs to segregate locally enplaned and through traffic into the various "freedom" categories, it will.

DOS said DOT should collect passenger traffic originating or destined for foreign points "behind" or "beyond" those served by non-stop flights to/from the U.S. Its concerns also extended to "behind" and "beyond" cargo traffic, as well. DOS said a strong U.S. negotiating posture depends in part on having accurate information on traffic volume to and from the U.S., and the improved data collection procedures to account for "sixth freedom" traffic is of paramount concern. Both the current data and the proposed T-100 system are distorted, because connecting traffic from third countries is not well documented, and the relative importance of such countries to the U.S. as traffic generators and actual market shares by air carriers are not apparent.

The Department has decided that it will not separately collect in the T-100 system data for city-pairs behind a foreign homeland or for city-pairs beyond a third country to another country. Although these behind and beyond homeland data by city pairs will not be separately reported, these data will be included with the homeland data and reported as traffic enplaned or deplaned at the homeland. The Department does require all U.S.-related market data to be reported for any nonstop market that includes a U.S. airport. The data which are not reported by foreign carriers are, for instance, homeland-to-homeland markets. In its decision not to specifically identify such behind and beyond markets, the Department took into consideration the fact that it is extremely rare for other countries to collect such information.

#### Foreign Carrier Available Capacity by Aircraft Type and Airport

Lufthansa argues that available capacity data cannot be prepared on a meaningful basis, because only partial segments (to and from the U.S., involving homeland Germany) on a flight are reported. Such piecemeal capacity data would be misleading and useless, Lufthansa believes.

Swissair wants to report the typical seating pattern of the relevant aircraft type, rather than the slightly varying number of seats available for sale. Thus, Swissair would prefer to report available capacity, if at all, as a standard number of seats for each aircraft type—and asks to report all required traffic data by city-pairs, as opposed to the required airport-pairs.

As stated under another caption, the Department has re-evaluated its proposal to collect foreign air carrier available capacity information. Accordingly, data on the number of available seats and available payload weight for sale by aircraft type and flight segment will not be reported to DOT. Instead, the Department will rely upon private sector data, and to the extent that the Official Airline Guides or other private sector data are not sufficient, may rely upon *ad hoc* reporting, under the authority in 14 CFR 385.27.

#### Other Comments

Data Base Products was in favor of the T-100 system, but said DOT would make a serious policy mistake to restrict public availability of the T-100 data for 3 years, since in a deregulated environment, immediate public access to data should improve market efficiencies and ensure the benefits of deregulated competition to consumers. Air Berlin asked to be excused from T-100 reporting. Canadian Airlines International asked for a waiver from the T-100(f) reporting, citing voluntary exchanges of true O&D data between the U.S. and Canada; they also noted they are not required to file INS Form I-92 data.

While Data Base Products' view is understandable, the provisions in this rule, as further explained under the caption on confidentiality, represent the appropriate balance in the Department's judgment between the legitimate security needs of the data providers and the public benefits from disclosure of the data. Air Berlin will not report data under the T-100 reporting system, because its current operations are not performed pursuant to a 401 certificate, and thus do not meet the reporting criteria of the rule. Regarding Canadian carrier data, the Department still requires the T-100 system while fully aware of the benefits of the exchanges of true O&D data with Canada.

#### Reporting of Code Sharing, Wet Leases, Part Charters and Blocked Space

The Department will use *ad hoc* reporting under the authority in 14 CFR 385.27 to collect data for joint services, rather than complicating the regular monthly reporting for a few international arrangements dealing with code sharing, wet leases, part charters and blocked space agreements. *Ad hoc* reporting will only be used if additional data is needed. That is, there could be occasions where the Department does not need any additional data on the joint service agreement. When *ad hoc* reporting is used it will normally be on an annual basis with sufficient lead time

for the carrier to make the necessary adjustments in its information system to provide the data at a minimum cost and burden.

#### Collection of Military Charter Data by Aircraft Type

The Department's objective is to collect only the data required for its programs. In addition, the Department will collect data required for the programs of other Federal agencies, if OMB has determined that it is less burdensome for the Department to collect for those agencies and has designated DOT as the central collection point. The Department only needs summary data on military flights by U.S. air carriers for industry analysis purposes (for instance, total revenue passengers enplaned on Schedule T-1 and total aircraft departures in the Airport Activity Statistics on Schedule T-3). Therefore, an overall military summary service class (V, Nonscheduled) is adequate for the Department's needs. However, in a prior rulemaking (50 FR 232), the Department of the Air Force (USAF) specified a need for the breakout by aircraft type of military charter data on Schedule T-1 by Service Class Codes N (Nonscheduled Military Passenger/Cargo) and R (Nonscheduled Military Cargo). In the proposed rule, the Department requested USAF to reaffirm its need for service class codes N and R.

The USAF submitted a statement in the docket which indicated that the Department should continue collecting separate military service classes (N and R). The Department interprets the USAF statement as being a request for data collection that is subject to the provisions in 5 CFR 1320.15. Therefore, with OMB approval, the Department will continue to require air carriers to segregate service class codes N and R in reporting nonscheduled data on Form 41 Schedule T-1, rather than reporting an overall summary service class (V, Nonscheduled), as proposed in the NPRM.

#### Traffic Data Collection (Foreign Air Carriers)

##### RSPA Form 41 Schedule T-100(f)

Prior to this final rule, foreign air carrier recurrent reporting of traffic data to the Department was limited to charter operations to and from the United States. Charter traffic flow information was reported quarterly to the Department by foreign air carriers on RSPA Form 217 "Report of Civil Aircraft Charters Performed by U.S. Certificated and Foreign Air Carriers." These charter

data are required to assess the impact of charter traffic on specific international markets for use in international aviation negotiations, evaluating foreign air carrier requests for operating authority to serve U.S. points, and monitoring international fares and rates. In addition to Form 217, the Department has used the Immigration and Naturalization Service's INS Form I-92 "Aircraft Vessel Report" and freight data obtained from the Department of Commerce to estimate foreign air carriers' scheduled operations activity. Form I-92 has provided arriving and departing passenger count data at gateways, and has been used as a measure of the scheduled passenger traffic for such points. Both U.S. and foreign air carriers, excluding Canadian carriers, operating to and from the U.S. are required to file INS Form I-92. The Department of Commerce, Bureau of Census "Airborne Trade" data provided a similar measure for freight data, although these statistics combine scheduled and charter traffic, and a differentiation between the two services has not been possible, although DOT needs this data.

Under the provisions of the International Air Transportation Competition Act of 1979, the Secretary of Transportation is charged with developing an international air transportation negotiating policy which includes, among other responsibilities:

- (1) The strengthening of the competitive position of United States air carriers to at least assure equality with foreign air carriers;
- (2) The freedom for U.S. air carriers and foreign air carriers to offer fares and rates corresponding with consumer demand;
- (3) The fewest possible restrictions on charter air transportation;
- (4) The maximum degree of multiple and permissive international authority for United States air carriers so that they will be able to respond quickly to shifts in market demand;
- (5) The elimination of operational and marketing restrictions to the greatest extent possible;
- (6) The provision of opportunities for foreign air carriers to increase their access to United States points if exchanged for benefits of similar magnitude for United States carriers or the traveling public with permanent linkage between rights granted and rights given away; and
- (7) The elimination of discrimination and unfair competition.

In carrying out this mandate in the highly competitive international marketplace, the Department operates mainly within the framework of bilateral aviation agreements which exist

between the United States and most foreign countries. In evaluating existing and proposed changes to bilateral air service agreements, a determination is made of the air transportation commerce between the U.S. and foreign countries. Examples of traffic data elements needed to make these evaluations include passenger and freight traffic volume. Within today's continuously changing competitive environment, these determinations have become an item of critical importance in U.S. aviation relations with foreign governments.

This environment has created an awareness of the importance of the availability of timely and accurate aviation information in discovering and responding to short-notice changes in the marketplace. In addition to timeliness and accuracy, the Department has also identified certain inherent problems with the data available for estimating foreign air carrier scheduled traffic flows to/from the United States. In estimating traffic for scheduled service operations, the Department has been forced to use diverse and somewhat incompatible data sources, such as INS Form I-92 data, even though such sources were not always directly responsive to program needs. Such data are used to supplement the foreign air carrier charter data reported on Form 217. Because Form I-92 is an INS, not a DOT, data collection, the Department has not had the flexibility to quickly revise the data collected in order to respond to changing information needs.

In reviewing its overall aviation responsibilities and related data requirements, the Department has concluded that it may increase the reliability of its international aviation information data base while mitigating foreign carrier reporting burden. To accomplish this, the Department is prescribing a Schedule T-100(f) reporting system for foreign air carriers. This system is a minimum-level uniform nonstop segment and on-flight market data collection system that is compatible with the Schedule T-100 reporting system for U.S. air carriers that may reduce their reporting burden-hours by 48%.

By comparison, foreign air carriers are required to report on a monthly basis only 11 of the total 24 data items that are reported by Group III U.S. air carriers. The 11 items fall into 3 major informational groupings:

**Service Pattern Information:** Carrier code, Report date, Origin airport code, Destination airport code, and Service class code;

**Nonstop Segment Information:** Aircraft type code, Revenue aircraft departures performed, Total revenue passengers transported and Revenue freight transported; and

**On-Flight Market Information:** Total revenue passengers in market, and Total revenue freight in market.

The 11 items encompass scheduled, charter and nonscheduled operations. Foreign air carriers do not separate behind homeland traffic from homeland traffic since for the purpose of the T-100(f) report, traffic is considered to enplane or deplane at the first or last homeland point reportable on the segment or market report.

The above data base closes critical data gaps for scheduled passenger and scheduled cargo services affecting the U.S. that are operated by foreign air carriers. While providing for data collections more consistent with current needs, the Department also is taking advantage of technological innovations in computer reporting and processing capabilities to reduce carrier burden. Under the T-100 system, foreign air carriers are able to (and are urged to) report their traffic data by using ADP media. The Schedule T-100(f) automated reporting system is designed to be an essential part of the Department's integrated traffic and capacity reporting system.

Adoption of the T-100 system eliminates the need for foreign and U.S. air carriers to report their charter operations on Form 217. Except for citizenship data, it also virtually eliminates the Department's need for INS Form I-92.

#### **Traffic And Capacity Data Collection (U.S. Air Carriers)**

##### *RSPA Form 41 Schedule T-100 System*

The Department is continuously reviewing its aviation information requirements and data collection activities to ensure that the data collected are sufficient to meet the Department's program needs at a minimum of reporting burden to the affected air carriers. To this end, various data collection alternatives, such as ADP media instead of hardcopy formats, were considered. The Department identified the Form 41 traffic and capacity system as an area for burden reduction. During the course of its review, the Department reassessed the specific traffic and capacity data it requires for meeting its program responsibilities and concluded that, beyond the data now collected and used, it requires a standard aircraft size cutoff of 18,000 pounds of available

capacity payload; a limited amount of traffic information from foreign air carriers; and some additional information on service classes operated by those large U.S. certificated air carriers reporting as Group III air carriers.

Essentially, the Department is prescribing a reporting system, hereafter referred to as the RSPA Form 41 Schedule T-100 Reporting System (T-100 system), to collect scheduled, nonscheduled, and charter traffic and capacity data from both U.S. and foreign air carriers that is assembled into a uniform data base. This new system eliminates most of the burden from filing the current Form 41 "T" schedules for U.S. air carriers. Of the Form 41 "T" schedules, only Schedule T-8 "Report of Domestic All-Cargo Operations" remains unchanged. Schedule T-8 is still needed to provide critical financial and traffic information on domestic all-cargo operations.

This final rule incorporates the Form 217 charter reporting into the T-100 system. This new system consists of the Form 41 Schedule T-100 and three simplified supplemental schedules for U.S. air carriers. The supplemental schedules would collect miscellaneous data not provided for in the basic Schedule T-100, such as "Aircraft Days Assigned to Service-Carrier's Equipment". On the Schedule T-100, U.S. air carriers would report nonstop segment and on-flight market information. On the new supplemental schedules (T-1, T-2, and T-3), U.S. air carriers would report data for domestic passenger and cargo charters, domestic scheduled all-cargo, and domestic or international military charters excluded from the Schedule T-100.

The T-100 system also replaces the current Service Segment Data collection system. Under the T-100 system, Group III U.S. air carriers submit a maximum of 24 data items (only 18 data items for carriers other than Group III), representing a significant reduction in the 49 SSD data elements previously collected. Collection of downline deplaning data is also eliminated.

Burden reductions also result from the elimination of data elements that are no longer required due to the summarization of data by on-flight market without regard to intermediate stops, and summarizing data by nonstop segment without regard to international flight numbers. The Department has not required flight numbers to be reported in the domestic entity since 1984.

Overall, the traffic and capacity data elements reported by U.S. air carriers are reduced by 61% and the burden hours are reduced by 48%. The Group III

U.S. carriers have 24 Schedule T-100 data items (18 for other U.S. air carriers that do not report multiple cabin data—First, Coach and Middle) that are reported in 3 categories:

*Service Pattern Information:* Carrier entity code, Report date, Origin airport code, Destination airport code, and Service class code;

*Nonstop Segment Information:* Aircraft type code, Revenue aircraft departures scheduled (520), Revenue aircraft departures performed (510), Available capacity payload (270), Available seats—first cabin (311), Available seats—middle (business) cabin (313), Available seats—coach (312), Revenue passengers transported—First Cabin (133), Revenue passengers transported—middle (business) cabin (133), Revenue passengers transported—coach (132), Revenue freight transported (237), Revenue mail transported (239), Revenue aircraft hours (ramp-to-ramp) (630), Revenue aircraft hours (airborne) (610); and

*On-Flight Market Information:* Total revenue passengers enplaned in market—First cabin (111), Total revenue passengers enplaned in market—middle (business) cabin (113), and revenue passengers enplaned in market—coach (112), Total revenue freight enplaned in market (217), and Total revenue mail enplaned in market (219).

The T-100 system eliminates the filing of much of the data now reported on Form 41 Schedules T-1(a,b,c), T-2, and T-3(a,b,c). However, there are two areas in domestic service not covered by the Schedule T-100 detail reports: (1) Domestic all-cargo operations, and (2) domestic charter operations. Also, domestic and international military charter data are not collected in the Form 41 Schedule T-100 reports. To provide statistics needed for assessing total air carrier operations, the Department is prescribing revised Schedules T-1 and T-3 for carriers to report only the data elements needed for these operations that are not otherwise reported. Schedule T-2 will also be retained, in part, to collect miscellaneous factors by aircraft type not required in the detail T-100 schedule.

In general, the traffic and capacity statistical elements previously reported on the eliminated hard-copy Form 41 schedules that are still needed will be submitted in computer media, such as magnetic tape or "floppy" diskette. T-100 data entry forms (paper) will be provided for those U.S. carriers without any computer capability that obtain a "hardship" waiver to submit data in noncomputer media. The Department plans to produce computer outputs from

the T-100 data system in essentially the same formats as are now available in the hardcopy Form 41 "T" schedules. Thus, the Department is simplifying and modernizing data collection procedures to eliminate even minor duplicate data collections from air carriers, resulting in substantial burden reductions in terms of reports submitted by carriers.

#### *Alternatives Data Sources*

As previously stated in response to the IATA public comment, the Department has considered various alternatives to the T-100 system. In reviewing its requirements for RSPA Form 41 Schedules T-100, T-1, T-2, T-3 and T-100(f) data, the Department was unable to identify any viable alternative data sources.

In this research, the Department investigated the possible use of alternative international data sources to determine whether the information contributed by member carriers of the International Air Transport Association (IATA) and the data collections of the International Civil Aviation Organization (ICAO) could be used by the Department, in whole or in part, in lieu of the T-100 system.

The Department compared these potential alternatives with its data needs in areas involving content, frequency and coverage and found that these data did not meet its requirements.

As a result, the Department has decided that reliance upon nonair carrier entities as suppliers of data (such as IATA or ICAO) would present insurmountable problems for the Department, such as the timely availability of data, and therefore the T-100 system has been designed as a stand-alone system for the Department only.

#### **Executive Orders 12291, 12612 and 12630, Regulatory Flexibility Act, Paperwork Reduction Act of 1980, Federalism, and Takings**

This final rule has been reviewed under Executive Order 12291, and it has been determined that this is not a major rule. It will not result in an annual effect on the economy of \$100 million or more. There will be no increase in production costs or prices for consumers, individual industries, Federal, State or local governments, agencies or geographical regions. Furthermore, this proposed rule would not adversely affect competition, employment, investment, productivity, innovation, and will enhance the ability of United States based enterprises to compete with foreign based enterprises in domestic or exports markets. This proposed regulation would result in a

net reduction in reporting burden. Accordingly, a regulatory impact analysis is not required.

This regulation is significant under the Department's Regulatory Policies and Procedures, dated February 28, 1979, because it involves important Departmental policies. Its economic impact should be minimal and a full regulatory evaluation is not required.

It is certified that this rule will not have a significant economic impact on a substantial number of small entities. The proposed amendments would affect only large U.S. certificated and large foreign air carriers.

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

This rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12630, and it has been determined that it does not pose the risk of a taking of constitutionally protected private property.

Public reporting burden for this collection of information is estimated to vary from 1 hour to 20 hours per monthly response, depending upon the size of the carriers' operations subject to the reporting requirement, with an average of 7 hours per monthly response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Director, Office of Aviation Information Management, DAI-1, U.S. Department of Transportation, Research and Special Programs Administration, 400 Seventh Street, SW., Washington, DC 20590; and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503.

#### List of Subjects in 14 CFR Parts 217 and 241

U.S. air carriers, Foreign air carriers, Reporting and recordkeeping requirements.

#### Final Rule

Accordingly, the Department of Transportation amends Chapter II of 14 CFR, as follows:

1. Part 217 is revised to read:

### PART 217—REPORTING TRAFFIC STATISTICS BY FOREIGN AIR CARRIERS IN CIVILIAN SCHEDULED, CHARTER, AND NONSCHEDULED SERVICES

Sec.	
217.1	Definitions.
217.2	Applicability.
217.3	Reporting requirements.
217.4	Data collected (service classes).
217.5	Data collected (data elements).
217.6	Extension of filing time.
217.7	Certification.
217.8	Reporting procedures.
217.9	Waivers from reporting requirements.
217.10	Instructions.
217.11	Reporting compliance.

Authority: 49 U.S.C. 1301, 1324, 1371, 1373, 1374, 1377, 1381, 1386, 1482.

#### § 217.1 Definitions.

As used in this part:

"Foreign Air Carrier" means a non-U.S. air carrier holding a foreign air carrier permit or exemption authority from the Department of Transportation.

"Large Aircraft" means an aircraft designed to have a passenger capacity of more than 60 seats or a payload of more than 18,000 pounds.

"Small Aircraft" means an aircraft that is not a large aircraft.

"Statement of Authorization" under this Part means a statement of authorization from the Department, pursuant to 14 CFR Part 207, 208, or 212, as appropriate, that permits joint service transportation, such as blocked space agreements, part-charters, code-sharing or wet-leases, between two direct air carriers holding underlying economic authority from the Department.

#### § 217.2 Applicability.

This part applies to foreign air carriers that are authorized by the Department to provide civilian passenger and/or cargo scheduled, nonscheduled and charter services to or from the United States, whether performed pursuant to a permit or exemption authority. Operations conducted wholly with small aircraft are exempt from the requirements of this part. Where the service operations involve both large and small aircraft, only the large aircraft services must be reported.

#### § 217.3 Reporting requirements.

(a) Each foreign air carrier shall file RSPA Form 41 Schedule T-100(f) "Foreign Air Carrier Traffic Data by Nonstop Segment and On-flight Market." All traffic statistics shall be compiled in terms of each flight stage as actually performed.

(b) The traffic statistics reported on Schedule T-100(f) shall be accumulated in accordance with the data elements prescribed in § 217.5 of this part, and

these data elements are patterned after those in section 19-5 of Part 241 of this chapter.

(c) One set of Form 41 Schedule T-100(f) data shall be filed.

(d) Schedule T-100(f) shall be submitted to the Department within thirty (30) days following the end of each reporting month.

(e) Schedule T-100(f) shall be filed with the Research and Special Programs Administration at the address referenced in § 217.10 and the Appendix to § 217.10 of this part.

#### § 217.4 Data collected (service classes).

(a) The statistical classifications are designed to reflect the operating elements attributable to each distinctive class of service offered for scheduled, nonscheduled and charter service.

(b) The service classes that foreign air carriers shall report on Schedule T-100(f) are:

- (1) F Scheduled Passenger/Cargo
- (2) G Scheduled All-Cargo
- (3) L Nonscheduled Civilian Passenger/Cargo Charter
- (4) P Nonscheduled Civilian All-Cargo Charter
- (5) Q Nonscheduled Services (Other than Charter). This service class is reserved for special nonscheduled cargo flights provided by a few foreign air carriers under special authority granted by the Department.

#### § 217.5 Data collected (data elements).

(a) Within each of the service classifications prescribed in § 217.4, data shall be reported in applicable traffic elements.

(b) The statistical data to be reported on Schedule T-100(f) are:

(1) *Air carrier.* The name and code of the air carrier reporting the data. The carrier code is assigned by DOT. The Office of Aviation Information Management (OAIM) will confirm the assigned code upon request; OAIM's address is in the Appendix to § 217.10 of this part.

(2) *Reporting period date.* The year and month to which the reported data are applicable.

(3) *Origin airport code.* This code represents the industry designator as described in the Appendix to § 217.10 of this part. A common private industry source of these industry designator codes is the *Official Airline Guides* (OAG). Where none exists, OAIM will furnish a code upon request. OAIM's address is in the Appendix to § 217.10 of this part.

(4) *Destination airport code.* This represents the industry designator, from the source described in § 217.5(b)(3).

(5) *Service class code.* For scheduled and other services, the applicable service class prescribed in § 217.4 of this part shall be reported.

(6) *Aircraft type code.* This code represents the aircraft type, as specified in the Appendix to § 217.10 of this part. Where none exists, OAIM will furnish a code upon request.

(7) *Revenue aircraft departures performed (Code 510).* The number of revenue aircraft departures performed in scheduled service and extra sections.

(8) *Revenue passengers transported (Code 130).* The total number of revenue passengers on board over a flight stage, including those already on the aircraft from previous flight stages. Includes both local and through passengers on board the aircraft.

(9) *Revenue freight transported (kilograms) (Code 237).* The volume, expressed in kilograms, of revenue freight that is transported. As used in this part, "Freight" means revenue cargo other than passengers or mail.

(10) *Total revenue passengers in market (Code 110).* The total number of revenue passengers enplaned in a market, boarding the aircraft for the first time. While passengers may be transported over several flight stages in a multi-segment market, this data element (code 110) is an unduplicated count of passengers originating within the market.

(11) *Total revenue freight in market (kilograms) (Code 217).* The amount of revenue freight cargo (kilograms) that is enplaned in a market, loaded on the aircraft for the first time.

#### § 217.6 Extension of filing time.

(a) If circumstances prevent the filing of a Schedule T-100(f) report on or before the due date prescribed in section 22 of part 241 of this chapter and the Appendix to § 217.10 of this part, a request for an extension must be filed with the Director, Office of Aviation Information Management.

(b) The extension request must be received at the address provided in § 217.10 at least 3 days in advance of the due date, and must set forth reasons to justify granting an extension, and the date when the report can be filed. If a request is denied, the air carrier must submit the required report within 5 days of its receipt of the denial of extension.

#### § 217.7 Certification

The certification for RSPA Form 41 Schedule T-100(f) shall be signed by an officer of the air carrier with the requisite authority over the collection of data and preparation of reports to ensure the validity and accuracy of the reported data.

#### § 217.8 Reporting procedures.

Reporting guidelines and procedures for Schedule T-100(f) are prescribed in the Appendix to § 217.10 of this part.

#### § 217.9 Waivers from reporting requirements.

(a) A waiver from any reporting requirement contained in Schedule T-100(f) may be granted by the Department upon its own initiative, or upon the submission of a written request of the air carrier to the Director, Office of Aviation Information Management, when such a waiver is in the public interest.

(b) Each request for waiver must demonstrate that: Existing peculiarities or unusual circumstances warrant a departure from the prescribed procedure or technique; a specifically defined alternative procedure or technique will result in substantially equivalent or more accurate portrayal of the operations reported; and the application of such alternative procedure will not adversely affect the uniformity in reporting applicable to all air carriers.

#### § 217.10 Instructions

(a) Foreign air carriers shall submit Form 41 Schedule T-100(f) on either floppy discs produced on microcomputers or on other ADP media, such as magnetic tape, or hardcopy reports.

(b) The detailed instructions for preparing Schedule T-100(f) are contained in the Appendix to this section. Blank copies of Schedule T-100(f) are available from the Office of Aviation Information Management, DAI-1, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590.

#### APPENDIX to Section 217.10 of 14 CFR Part 217—Instructions to Foreign Air Carriers for Reporting Traffic Data on Form 41 Schedule T-100(f)

##### (a) General instructions.

(1) Description. Form 41 Schedule T-100(f) provides flight stage data covering both passenger/cargo and all cargo operations in scheduled and nonscheduled services. The schedule is used to report all flights which serve points in the United States or its territories as defined in this part.

(2) Applicability. Each foreign air carrier holding a 402 permit, or exemption authority, and operating aircraft with seating configurations of more than sixty seats and/or available capacity (payload of passengers and cargo) of more than 18,000 pounds shall file Form 41 Schedule T-100(f). Reference to 402 is to section 402 of the Federal Aviation Act of 1958, as amended (FAAct).

(3) Address for filing reports: Data Administration Division, DAI-2, Room 4125, Office of Aviation Information Management, Research and Special Programs

Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

(4) Filing period. Form 41 Schedule T-100(f) shall be filed monthly and is due at the Department thirty (30) days following the end of the reporting month to which the data are applicable.

(5) Number of copies. A single set of legible Form 41 Schedule T-100(f) data and certification shall be submitted.

(6) Foreign air carrier certification. Each foreign air carrier shall submit a certification statement (illustrated at the end of this Appendix) as an integral part of each monthly Schedule T-100(f), as prescribed in § 217.5 of this part.

(7) Alternative filing on Automatic Data Processing (ADP) media. Foreign air carriers are encouraged to use ADP equipment to reduce the manual effort of preparing Schedule T-100(f). Foreign air carriers may use the floppy disk medium. ADP submission requirements for floppy discs are prescribed in paragraph (f).

(b) Preparation of Form 41 Schedule T-100(f):

(1) Explanation of nonstop segments and on-flight markets. There are two basic categories of data, one pertaining to nonstop segments and the other pertaining to on-flight markets. For example, the routing (A-B-C-D) consists of three nonstop segment records A-B, B-C, and C-D, and six on-flight market records A-B, A-C, A-D, B-C, B-D, and C-D.

(2) Guidelines for reporting a nonstop segment. A nonstop segment is reported when one or both points are in the United States or its territories. These data shall be merged with that for all of the other reportable nonstop operations over the same segment. Nonstop segment data must be summarized by aircraft type, under paragraph (h)(1), and class of service, paragraph (g)(1)(v).

(3) Rules for determining a reportable on-flight market. On-flight markets are reportable when one or both points are within the U.S., with the following exceptions: (i) Do not report third country to U.S. markets resulting from flight itineraries which serve a third country prior to a homeland point in flights passing through the homeland bound for the U.S.; and (ii) do not report U.S. to third country markets resulting from itineraries serving third country points subsequent to a homeland point in flights outbound from the U.S. and passing through the homeland. In reporting data pertaining to these two exceptions, the traffic moving to or from the U.S. relating to the applicable prior or subsequent third countries (referred to as "behind" or "beyond" traffic) is to be combined with the applicable foreign homeland gateway point, just as though the traffic were actually enplaned or deplaned at the homeland gateway, without disclosure of the actual prior or subsequent points. Applicable flights are illustrated in examples (6) and (7) under paragraph (c).

(c) Examples of flights. Following are some typical flight itineraries that show the reportable nonstop segment and on-flight market entries. The carrier's homeland is the

key factor in determining which on-flight markets are reportable.

(1) SQ flight # 11 LAX—NRT—SIN. This is an example of a flight with an intermediate

foreign country. It is not necessary to report anything on the NRT—SIN leg.

SQ—Singapore Airlines  
LAX—Los Angeles, USA

NRT—Tokyo-Narita, Japan

SIN—Singapore, Singapore

A-3—Airport code  Origin	A-4—Airport code	A-5—Service class (mark an X)					By aircraft type—				Sum of all aircraft types—	
	Destination	F	G	L	P	Q	B-1—Aircraft type code	B-2—Revenue aircraft departures	B-3—Revenue passengers transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
LAX.....	NRT	X					8161	12	2400	4800	400	500
LAX.....	SIN	X									2000	4300

(2) SQ flight #15 LAX—HNL—TPE—SIN. This is an example of two U.S. points, an intermediate third country, and a homeland point. Information is reportable on only the

on-flight markets and nonstop segments that consist of one or both U.S. points.

SQ—Singapore Airlines  
LAX—Los Angeles, USA

HNL—Honolulu, USA

TPE—Taipei, Taiwan

SIN—Singapore, Singapore

A-3—Airport code  Origin	A-4—Airport code	A-5—Service class (Mark an X)					By aircraft type—				Sum of all aircraft types—	
	Destination	F	G	L	P	Q	B-1—Acft. type code	B-2—Revenue aircraft departures	B-3—Revenue passengers transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
LAX.....	HNL	X					8161	12	2700	5300	0	0
LAX.....	TPE	X									700	1300
LAX.....	SIN	X									2000	4000
HNL.....	TPE	X					8161	12	2200	6800	1200	800
HNL.....	SIN	X									1000	6000

(3) LB flight # 902 LPB—VVI—MAO—CCS—MIA. This flight serves two homeland points and two different foreign countries before terminating in the U.S. Nonstop segment information is required only for the nonstop segment involving a U.S. point. On-flight market information is required in 4 of the 10

markets, LPB—MIA and VVI—MIA, since these involve homeland and U.S. points; MAO—MIA is necessary to show traffic carried into the U.S., and CCS—MIA for the same reason, and also because in all cases where a nonstop segment entry is required, a corresponding on-flight market entry must also be reported.

LB—Lloyd Aero Boliviano

LPB—La Paz, Bolivia

VVI—Santa Cruz-Viru Viru, Bolivia

MAO—Manaus, Brazil

CCS—Caracas, Venezuela

MIA—Miami, USA

A-3—Airport code  Origin	A-4—Airport code	A-5—Service class (mark an X)					By aircraft type—				Sum of all aircraft types—	
	Destination	F	G	L	P	Q	B-1—Acft. type code	B-2—Revenue aircraft departures	B-3—Revenue passengers transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
CCS.....	MIA	X					8161	31	6900	71000	0	0
LPB.....	MIA	X									1100	20000
VVI.....	MIA	X									4000	30000
MAO.....	MIA	X									1000	12000

(4) LY flight #005 TLV—AMS—ORD—LAX.

This flight serves a single foreign intermediate point and two U.S. points after its homeland origination. The information on the TLV—AMS leg is not reportable.

LY—El Al Israel Airlines

TLV—Tel Aviv, Israel

AMS—Amsterdam, Netherlands

ORD—Chicago, USA

LAX—Los Angeles, USA

A-3—Airport code	A-4—Airport code	A-5—Service class (mark an x)					By aircraft type—				Sum of all aircraft types—	
Origin	Destin.	F	G	L	P	Q	B-1—Acft. type code	B-2—Revenue aircraft departures	B-3—Revenue passengers transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
AMS.....	ORD	X					8161	1	350	10000	50	1500
TLV.....	ORD	X									150	4000
TLV.....	LAX	X									125	3000
ORD.....	LAX	X					8161	1	150	4500	0	0
AMS.....	LAX	X									25	1500

(5) QF flight #25 SYD—BNE—CNS—HNL—YVR. This flight serves three homeland points, a U.S. point, and a subsequent third country. Nonstop segment information is required on the respective legs into and out of the United States. All on-flight

market entries involving the U.S. point HNL are also required. Data are not required on the homeland to homeland markets, or the homeland—third country markets.

QF—Qantas Airways (Australia)

SYD—Sydney, Australia  
BNE—Brisbane, Australia  
CNS—Cairns, Australia  
HNL—Honolulu, USA  
YVR—Vancouver, Canada

A-3—Airport code	A-4—Airport code	A-5—Service class (mark an x)					By aircraft type—				Sum of all aircraft types—	
Origin	Destin.	F	G	L	P	Q	B-1—Acft. type code	B-2—Revenue aircraft departures	B-3—Revenue freight transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
CNS.....	HNL	X					8161	5	2200	41000	400	8000
SYD.....	HNL	X									600	10000
BNE.....	HNL	X									600	9000
HNL.....	YVR	X					8161	5	750	15700	150	1700

(6) JL flight #002 HKG—NRT—SFO. This flight originates in a third country prior to the homeland. No data is required on the HKG—NRT leg, but the HKG—SFO passengers and cargo shall be shown as enplanements in the

NRT—SFO on-flight market entry. These volumes are included by definition in the passenger and cargo transported volumes of the NRT—SFO nonstop segment entry.

JL—Japan Air Lines  
HKG—Hong Kong, Hong Kong  
NRT—Tokyo-Narita, Japan  
SFO—San Francisco, USA

A-3—Airport code	A-4—Airport code	A-5—Service class (mark an x)					By aircraft type—				Sum of all aircraft types—	
Origin	Destin.	F	G	L	P	Q	B-1—Acft. type code	B-2—Revenue aircraft departures	B-3—Revenue passengers transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
NRT.....	SFO	X					8161	3	1200	18000	1200	18000

(7) JL flight # 001 SFO—NRT—HKG. This flight is the reverse sequence of flight # 002 above; it requires a nonstop segment entry covering SFO—NRT, and a single on-flight market entry also for SFO—NRT. In this case,

the on flight traffic enplaned at SFO and destined for HKG, a beyond homeland point, shall be included in the SFO—NRT entry; a separate SFO—HKG entry is not required.

JL—Japan Air Lines  
SFO—San Francisco, USA  
NRT—Tokyo-Narita, Japan  
HKG—Hong Kong, Hong Kong

A-3—Airport code	A-4—Airport code	A-5—Service class (mark an x)					By aircraft type—				Sum of all aircraft types—	
Origin	Destin.	F	G	L	P	Q	B-1—Acft. type code	B-2—Revenue aircraft departures	B-3—Revenue passengers transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
SFO.....	NRT	X					8161	1	400	20000	400	20000

(8) BA flight # 5 LHR-ANC-NRT-OSA. This example contains a single homeland point and a single U.S. point followed by two third country points. It is necessary to report the nonstop segments into and out of the U.S.,

and all three of the on-flight markets which have the U.S. point ANC as either an origin or destination.  
BA—British Airways

LHR—London, England  
ANC—Anchorage, USA  
NRT—Tokyo-Narita, Japan  
OSA—Osaka, Japan

A-3—Airport code	A-4—Airport code	A-5—Service class (mark an x)					By aircraft type			Sum of all aircraft types		
		F	G	L	P	Q	B-1—Acft. type code	B-2—Revenue aircraft departures	B-3—Revenue passengers transported	B-4—Revenue freight transported (kg)	C-1—Total revenue passengers in market	C-2—Total revenue freight in market (kg)
LHR	ANC	X					8161	10	3000	50000	100	1000
ANC	NRT	X					8161	10	3150	55000	100	2500
ANC	OSA	X									150	1500

(d) Provisions to reduce paperwork:

(1) Nonstop Segment Entries. The flight stage data applicable to nonstop segment entries must be summarized to create totals by aircraft equipment type, within service class, within pairs-of-points.

(2) On-flight Market Entries. The applicable on-flight market entries shall be summarized to create totals by service class within pair-of-points.

(e) Preparation of hard copy Schedule T-100(f):

(1) Section A—Indicative and flight pattern information. A copy of Schedule T-100(f) is shown at the end of this Appendix. Section A defines the origin and destination points and the service class code to which the nonstop segment data in Section B and the on-flight market data in Section C are applicable. Section A information, along with the carrier code and report date, must be included on each schedule.

(2) Section B—Nonstop segment information. Section B of the schedule is used for reporting nonstop segment information by aircraft type. To reduce the number of schedules reported, space is provided for including data on multiple different aircraft types. Similarly, the on-flight market section has been included on a single Schedule T-100(f), along with the nonstop segment data, rather than on a separate schedule.

(3) Section C—On-flight market information. Section C of the schedule is used for reporting on-flight market data. There will always be an on-flight market that

corresponds to the nonstop segment. Because the on-flight market data are reported at the service class level rather than by aircraft type, a specific flight may produce more on-flight markets than nonstop segments, (see examples in paragraph (c) of this Appendix), resulting in data reported in sections A and C only.

(f) ADP media reports:

(1) ADP report format. A foreign air carrier may, in accordance with the following guidelines, use personal computers (and in some cases mainframe or minicomputers) to report Schedule T-100(f) data.

(i) Reporting medium. ADP data submission of T-100(f) information must be on IBM compatible floppy disk, including diskettes, floppy disks, or flexible disks. The particular type of acceptable minidisk is 5 1/4 inch, double-sided/double density, with a capacity of approximately 360,000 characters of data (360K). Carriers using mainframe or minicomputers shall download (transcribe) the data to the required floppy disk. Carriers wishing to use a different ADP procedure must obtain written approval to do so from the Director, OAIM, under the waiver provisions in § 217.9 of this part. Requests for approval to use alternate methods must disclose the proposed data transmission methodology.

(ii) File characteristics. OAIM files are reported in ASCII delimited format, sometimes called Data Interchange Format (DIF). This form of recording data provides for variable length fields (data elements)

which, in the case of alphabetic data, are enclosed by quotation marks ("") and separated by a comma (,); numeric data elements are recorded without editing symbols and separated by a comma. The data is identified by its juxtaposition within a given record. Each record submitted by an air carrier shall contain the specified number of data elements all of which must be juxtapositionally correct.

(iii) Schedule T-100(f) record layout. Each minidisk record shall consist of data fields for recording a maximum of eleven (11) elements. The order and description of the data fields are as follows:

- (1). Carrier code: Alphanumeric
- (2). Report date: Numeric
- (3). Origin airport: Alphabetic
- (4). Destination airport: Alphabetic
- (5). Service class code: Alphabetic
- (6). Aircraft type code: Numeric
- (7). Aircraft departures performed: Numeric
- (8). Revenue passengers transported: Numeric
- (9). Revenue freight transported: Numeric
- (10). Total revenue passengers in market: Numeric
- (11). Total revenue freight in market: Numeric

(A) Fields numbered 1 through 11 must always be provided. Therefore, enter a zero (0) or space when there is no reportable data for a given element. See paragraph (g)(1) through (g)(3) for a detailed definition of each data element.

(B) The following are sample disk records:

	1	2	3	4	5	6	7	8	9	10	11
Sample No. 1	"CCC"	8701	"JFK"	"LHR"	"F"	8161	29	59	69	79	89
Sample No. 2	"CCC"	8701	"JFK"	"LHR"	"F"	6901	299	599	0	0	0
Sample No. 3	"CCC"	8701	"JFK"	"LHR"	"G"	7102	299	0	599	0	799
Sample No. 4	"CCC"	8701	"JFK"	"LHR"	"F"	0	0	0	0	699	799

Sample No. 1 represents a full record, using the applicable fields for reporting both the nonstop segment (6 through 9) and the on-flight market information (10 and 11). The service class is "F" indicating scheduled passenger/cargo service; the aircraft type code is 8161; the 816 indicates a Boeing 747-100, and the 1 in the units position indicates the standard "passengers-above and cargo-below" configuration.

Sample No. 2 contains nonstop segment information only. It is needed in this example to report the volumes transported on the same nonstop segment, but with a second aircraft type.

Sample No. 3 contains nonstop segment and on-flight market information for the same points, but for another service class (code letter "G" indicates all-cargo service). Also, the units position of aircraft type is a 2,

indicating a cargo cabin. Field numbers 8 and 10 are for reporting passengers. In this case both contain a zero, indicating no passengers, while at the same time maintaining the required juxtaposition.

Sample No. 4 shows the reporting of only on-flight market information for a pair-of-points for which there is no corresponding nonstop segment information.

(2) External labeling requirements: Physical label. The following data must be clearly printed on a label affixed to the minidisk or its container.

Carrier Name

Carrier code (as prescribed by DOT, RSPA, OAIM)

File identification = "T-100(F) DATA"

Report date (year, month to which data applies)

(3) Collating sequence, optional. If practical, the records should be sorted by origin and destination airport codes, service class, and aircraft type. However, the sequence is optional. Data may be submitted in any sequence including random.

(4) Summarization. See summarization rules as specified in paragraph (d)(1).

(g) Data element definitions:

(1) Service pattern information.

(i) Line A-1 Carrier code. Use the carrier code established by the Department. This code is provided to each carrier in the initial reporting letter from the Office of Aviation Information Management (OAIM). If there are any questions about these codes, contact the OAIM Data Administration Division at the address in paragraph (a)(3) of this Appendix.

(ii) Line A-2 Report date. This is the year and month to which the data are applicable. For example, 8901 indicates the year 1989, month of January.

(iii) Line A-3 Origin airport code. This is the departure airport, where an aircraft begins a flight segment, and where the passengers originate in an on-flight market. Use the 3-letter code from the City/Airport Codes section of the *Official Airline Guide Worldwide Edition*. If no 3-letter code is available, OAIM will assign one; the address is in paragraph (a)(3) of this Appendix.

(iv) Line A-4 Destination airport code. This is the arrival airport, where an aircraft stops on a flight segment, and where passengers deplane (get off the flight) after reaching their destination in a market. Use the 3-letter code from the source described in paragraph (g)(1)(iii) of this Appendix.

(v) Line A-5 Service class code. Select one of the following single letter codes which describes the type of service being reported on a given flight operation.

F = Scheduled Passenger/cargo Service

G = Scheduled All-cargo Service

L = Nonscheduled Civilian Passenger/Cargo Charter

P = Nonscheduled Civilian All-Cargo Charter

Q = Nonscheduled Services (Other than Charter)

(2) Nonstop segment information:

(i) Line B-1 Aircraft type code. Use the four digit numeric code prescribed in paragraph

(h)(1) of this Appendix. If no aircraft type code is available, OAIM will assign one. The address is in paragraph (a)(3) of this Appendix.

(ii) Line B-2 Aircraft departures performed. This is the total number of physical departures performed with a given aircraft type, within service class and pair-of-points. For information concerning joint service operations, refer to § 217.12.

(iii) Line B-3 Revenue passengers transported. This is the total number of revenue passengers transported on a given nonstop segment. It represents the total number of revenue passengers on board over the segment without regard to their actual point of enplanement.

(iv) Line B-4 Revenue freight transported. This item is the total weight in kilograms (kg) of the revenue freight transported on a given nonstop segment without regard to its actual point of enplanement.

(3) On-flight market information:

(i) Line C-1 Total revenue passengers in market. This item represents the total number of revenue passengers, within service class, that were enplaned at the origin airport and deplaned at the destination airport.

(ii) Line C-2 Total revenue freight in market. This item represents the total weight in kilograms (kg) of revenue freight enplaned at the origin and deplaned at the destination airport.

(h) Aircraft type codes and carrier codes. These codes are effective as of the date of issuance. Thereafter, as the carriers or their equipment types change, additional codes will be assigned. The Department may update these codes by Reporting Directives from the Office of Aviation Information Management. If there are any questions about these codes, contact the OAIM Data Administration Division on (202) 366-4391.

(1) Aircraft type codes. The aircraft type code is made up of four positions, in the format "TTTT" where "TTT" indicates the aircraft type code as shown in the table below, an "x" indicates cabin configuration. Each code must include the cabin configuration (a fourth position), as follows: A numeric "1" indicates a normal passenger/cargo aircraft configuration with passengers on the main deck and cargo below; a "2" indicates all-cargo (freighter); and a "3" indicates a main deck configuration that includes separate compartments for both cargo and passengers.

*Aircraft Type Name and Aircraft Type Code*

Aerospatiale Caravelle SE-210.....	680x
Aerospatiale-British Aerospace (SSC-BAC) Concorde.....	875x
Airbus Industrie Euro Airbus A300-B4.....	690x

Airbus Industrie A310-200.....	692x
Airbus Industrie A310-300.....	693x
Airbus Industrie A320-200.....	694x
Airbus Industrie Euro Airbus A300-B2.....	695x

Aviation Traders ATL-98 Carvair.....	222x
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Boeing 707-100.....	800x
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Boeing 720.....	812x
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Boeing 727-100.....	710x
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Boeing 727-100C-QC.....	711x
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Boeing 727-200.....	715x
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Boeing 737-100/200.....	620x
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Boeing 737-300.....	619x
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Boeing 737-200C.....	621x
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Boeing 747F.....	820x
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Boeing 747C.....	818x
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Boeing 747-100.....	816x
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Boeing 747-300 SUD.....	819x
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Boeing 747-200.....	817x
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Boeing 747SP.....	822x
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Boeing 757-200.....	622x
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Boeing 767-200.....	625x
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Boeing 767-300.....	626x
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British Aerospace (BAC) One-Eleven	
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BAC 1-11-400.....	610x
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British Aerospace (Hawker Siddeley)	
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Trident.....	780x
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British Aerospace (Hawker Siddeley)	
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Comet-4.....	781x
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British Aerospace 146 BAE-146-100.....	866x
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Canadair CL-44D.....	520x
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Convair CV-540.....	420x
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Convair CV-990.....	830x
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Dassault-Breguet Mercure.....	682x
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Dassault-Breguet Mystere-Falcon.....	681x
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DeHavilland Dash-Eight DHC-8.....	483x
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Fokker-VFW F28 Fellowship F-28-	
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4000/6000.....	602x
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Ilyushin IL62.....	888x
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Ilyushin IL86.....	889x
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Lockheed Electra L-188A-08/188C.....	550x
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Lockheed L1011 L-1010-1100/200.....	760x
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Lockheed L1011-500 Tristar.....	765x
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McDonnell Douglas DC4/C54.....	210x
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McDonnell Douglas DC6.....	216x
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McDonnell Douglas DC7.....	225x
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McDonnell Douglas DC10-10.....	730x
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McDonnell Douglas DC8-10.....	840x
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McDonnell Douglas DC8-50F.....	850x
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McDonnell Douglas DC8-71.....	860x
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McDonnell Douglas DC8-63F.....	852x
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McDonnell Douglas DC9-10.....	630x
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McDonnell Douglas DC9-30.....	640x
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McDonnell Douglas DC9-50.....	650x
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McDonnell Douglas DC9-15F.....	635x
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McDonnell Douglas MD-80.....	655x
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(2) Foreign air carrier name and DOT code.

Each reporting air carrier, based upon authority granted by the Department, will be advised of its reporting requirements by letters of instruction from the Office of Aviation Information Management (OAIM).

Foreign air carrier	Code	Homeland
Aer Turas Teoranta.....	QTQ	Ireland.
Aer Lingus P.L.C.....	EI	Ireland.
AeroPeru—Empresa del Tran. Aer. del Peru.....	DPL	Peru.
Aeros Transportes Panamenos.....	ATQ	Panama.
GDIAS—Aeroflot Soviet Airlines.....	SU	USSR.
Aerolineas Argentinas.....	AR	Argentina.
Aerolineas Dominicanas, S.A.....	YU	Dominican Republic.
Aerolineas El Salvador, S.A.....	SZQ	El Salvador.
Aeromar, C. Por A.....	ABQ	Dominican Republic.

Foreign air carrier	Code	Homeland
Aeronaves del Peru.....	ADQ	Peru.
Aerotransportes Entre Rios.....	RSQ	Argentina.
Aereo Transporti Italiani—A.T.I.—S.p.A.....	BM	Italy.
Aeroservicios Ecuatorianos, C.A.....	EOQ	Ecuador.
Aerotours Dominicanos, C. por A.....	RTQ	Dominican Republic.
Avianca—Aerovias Nac. de Colombia.....	AV	Colombia.
Avensa—Aerovias Venezolanas.....	VE	Venezuela.
Air Afrique.....	RK	10 African nations.
Air Canada.....	AC	Canada.
SAFA—Air Charter.....	AQO	France.
Air Europe.....	AE	United Kingdom.
Air France.....	AF	France.
Air Haiti, S.A.....	HJQ	Haiti.
Air India.....	AI	India.
Air Jamaica Limited.....	JM	Jamaica.
Air Nauru.....	ON	Nauru.
Air New Zealand.....	TE	New Zealand.
Air Niugini.....	PX	Papua New Guinea.
Air Ontario.....	GX	Canada.
Air Pacific.....	FJ	Fiji.
Air Panama Internacional, S.A.....	OP	Panama.
Alitalia—Linee Aeree Italiane.....	AZ	Italy.
ANA—All Nippon Airways Co., Ltd.....	NH	Japan.
ALM Dutch Antillean Airlines.....	LM	Netherlands-Antilles.
Anglo Airlines.....	AZQ	United Kingdom.
Andes Airlines.....	EDQ	Ecuador.
APA International Air, S.A.....	7P	Dominican Republic.
Argo, S.A.....	AGQ	Dominican Republic.
AVIACO—Aviacion Y Comercio.....	AO	Spain.
Aviateca—Empresa Guatemalteca.....	GV	Guatemala.
Bahamasair Holdings Ltd.....	UP	Bahamas.
Balair Ag.....	BBQ	Switzerland.
Belize Air International Ltd.....	ST	Belize.
Bradley Air Service d/b/a/ First Air.....	7F	Canada.
British Airtours Limited.....	BRQ	United Kingdom.
British Airways PLC.....	BA	United Kingdom.
Caledonian Airways/BCAL Air.....	BR	United Kingdom.
British Midland Airways Limited.....	BD	United Kingdom.
BWIA—British West Indian Airways.....	BW	Trinidad & Tobago.
CAAC—Civil Av. Admin. of China.....	CA	China.
Caicos Caribbean Airways.....	QW	Turks & Caicos—U.S.
Canadian Airlines Int'l. Ltd.....	CP	Canada.
Cargolux Airlines Int'l., S.A.....	CV	Luxembourg.
Caribbean Air Cargo Co.—Caricargo.....	DC	Barbados.
British Caribbean Airways.....	TXQ	British V.I./Barbados.
Cathay Pacific Airways, Ltd.....	CX	United Kingdom—Hong Kong.
Cayman Airways Limited.....	KX	United Kingdom—Cayman Islands.
C.L.T.M. Airlines, Inc.—Carabische.....	CJQ	Netherlands Antilles.
CAL—China Airlines, Ltd.....	CI	Taiwan.
Conair.....	SIQ	Denmark.
COPA—Co. Panamena de Aviacion.....	CM	Panama.
Condor Flugdienst.....	DFQ	West Germany.
CSA—Czechoslovak Airlines.....	OK	Czechoslovakia.
Dan-Air Services, Ltd.....	DA	United Kingdom.
CDA—Dominicana De Aviacion, Compania.....	DO	Dominican Republic.
Ecuatoriana de Aviacion.....	EU	Ecuador.
Egyptair.....	MS	Egypt.
El Al Israel Airlines Ltd.....	LY	Israel.
Faucett Peruvian, Compania de Aviacion.....	CF	Peru.
Finnair o/y.....	AY	Finland.
Garuda Indonesia Airways.....	GA	Indonesia.
German Cargo Services GMBH.....	GE	West Germany.
Guyana Airways Corporation.....	GY	Guyana.
Haiti Air Freight Int'l.....	HAI	Haiti.
Hapag-Lloyd Flug.....	HAQ	West Germany.
Heavylift Cargo Airlines Ltd.....	HLO	United Kingdom.
Iberia Int'l. Air Lines of Spain.....	IB	Spain.
Icelandair.....	FI	Iceland.
Japan Air Lines Company, Ltd.....	JL	Japan.
Japan Air System (formerly TOA Domestic).....	JD	Japan.
Kar-Air o/y.....	KR	Finland.
KLM Royal Dutch Airlines.....	KL	Netherlands.
Korean Air Lines Co., Ltd.....	KE	Korea, Republic of.
Kuwait Airways Corporation.....	KU	Kuwait.
LACSA—Lineas Aereas Constrictenses.....	LR	Costa Rica.
LADECO—Linea Aerea del Cobre.....	UC	Chile.
LAN—Chile Airlines.....	LA	Chile.
Le Pointe Air.....	LEQ	France.
Liat (1974) Limited.....	LI	Antigua.
LAV—Linea Aerospotal Venezolana.....	LV	Venezuela.
Lineas Aereas Del Caribe, S. A.....	LAQ	Colombia.
Lineas Aereas Paraguayas.....	LPO	Paraguay.

Foreign air carrier	Code	Homeland
LAM—Linhas Aereas the Mocambique	TM	Mozambique.
LAB—Lloyd Aereo Boliviana	LB	Bolivia.
Lufthansa German Airlines	LH	West Germany.
Luftransport-Unternehmen	LTQ	West Germany.
Maersk Air A/S	DM	Denmark.
MALEV—Magyar—Hungarian Airlines	MA	Hungary.
Martinair Holland	MSQ	Netherlands.
Mexicana de Aviacion, Compania	MX	Mexico.
Minerve	MVQ	France.
Nationair Int'l.	NX	Canada.
National Aviation Consultants, Ltd.	NTQ	Canada.
Nigeria Airways, Ltd.	WT	Nigeria.
Nippon Cargo Airlines Company, Ltd.	KZ	Japan.
Nordair Limited	ND	Canada.
North Coast Air Services Ltd.	NSQ	Canada.
Olympic Airways	OA	Greece.
Pacific Western Airlines, Ltd.	PW	Canada.
PIA—Pakistan Int'l Airlines Corp.	PK	Pakistan.
TAMPA—Panamericanos, S.A.	TMQ	Colombia.
Philippine Airlines, Inc.	PR	Philippines.
LOT—Polskie Linie Lotnicze	LO	Poland.
Polynesian Airlines Holdings, Ltd.	PH	Western Samoa.
Pomair, N.V.	PPQ	Belgium.
Qantas Airways Ltd.	QF	Australia.
Quebecair	QB	Canada.
Royal Air Maroc, Co. Nat. de Trans. Aeriens	AT	Maroc.
Royal Jordanian Airline—Alia	RJ	Jordan.
Sabena Belgian World Airlines	SN	Belgium.
SAHSA—Serv. Aereo de Honduras	SH	Honduras.
Saudia—Saudi Arabian Airlines	SV	Saudi Arabia.
Scanair	CIQ	Denmark/Norway/Sweden.
SAS—Scandinavian Airlines System	SK	Denmark/Norway/Sweden.
Seagreen Air Transport	ESQ	Antigua.
Servicio de Carga Aerea, S. A.	CMQ	Costa Rica.
Serv. de Transp. Aereos Fuegoños	SXQ	Argentina.
SIA—Singapore Airlines, Limited	SQ	Singapore.
Soc. Ecuatoriana de Transportes Aereos Saeta	EH	Ecuador.
SAM—Soc. Aeronautica de Medellin	MM	Colombia.
St. Lucia Airways Limited	SDQ	St. Lucia.
Spantax, S. A.	BXQ	Spain.
Sterling Airways A/S	NBQ	Denmark.
Surinam Airways Limited	PY	Surinam.
Swissair Transport Co., Ltd.	SR	Switzerland.
TACA Int'l. Airlines	TA	El Salvador.
TAR—Tran. Aer. Rioplatense	HRQ	Argentina.
Tarom—Romanian Air Transport	RO	Romania.
Thai Airways Int'l Limited	GTG	Thailand.
Time Air, Ltd.	9X	Canada.
Tradewinds Airways, Ltd.	MI	Singapore.
Trans-Meridian Airways	KKQ	United Kingdom.
Transvia Holland	HV	Netherlands.
Transbrasil Linhas Aereas	TR	Brazil.
TACV—Tran. Aereos de Cabo Verde	VR	Cape Verde.
TAN—Transportes Aereos Nacionales	TX	Honduras.
TAP—Transportes Aereos Portugueses	TP	Portugal.
Transportes Aereos Bolivianos	BOQ	Bolivia.
THY—Turkish Airlines, Turk Hava Yolları	TK	Turkey.
UTA—Union de Transports Aeriens	UT	France.
VARIG—Empresa de Via. Aer. Rio Grande	RG	Brazil.
VIASA—Venezuelan Int'l. Airways	VA	Venezuela.
VASP Brazilian—Via. Aer Sao Paulo	VP	Brazil.
Virgin Atlantic Airways, Ltd.	VS	United Kingdom.
Wardair Canada, Inc.	WD	Canada.
Wordways Canada, Ltd.	WWQ	Canada.
Worldwide A.C.T.S. d/b/a/ Air Charter	WLQ	Canada.
JAT—Yugoslavia Airlines	JU	Yugoslavia.
Zambia Airways Corp.	OZ	Zambia.
Zas—Zas Airlines of Egypt	ZAQ	Egypt.

## (i) Joint Service.

(1) The Department may authorize joint service operations between two direct air carriers. Examples of these joint service operations are:

- Blocked-space agreements;
- Part-charter agreements;
- Code-sharing agreements;

Wet-lease agreements, and similar arrangements.

(2) Joint service operations shall be reported in Form 41 Schedules T-100 and T-100(f) within the following guidelines: (i) Blocked space, part-charters and code-sharing arrangements shall be reported by the carrier in operational control of the flight. The

traffic moving under those agreements is reported the same as any other traffic on board the aircraft. (ii) Wet lease agreements shall be reported by the lessee as though the leased aircraft and crew were a part of the lessee's own fleet. (iii) If there are questions about reporting a joint service operation, contact the Director, Office of Aviation

Information Management at the address in paragraph (a)(3) of this Appendix. (iv) The Department may require information pertaining to joint service operations in addition to that reported in Schedules T-100 and T-100(f) by U.S.

and foreign air carriers. If additional information is needed, *ad hoc* reporting will be used by the Director, Office of Aviation Information Management (OAIM), under authority delegated in § 385.27 (b) and (d) of this chapter. *Ad*

*hoc* reporting requirements will be communicated to the applicable carriers by letter.

(j) Schedules.

BILLING CODE 4910-62-M

SCHEDULE T-100(f)  FOREIGN AIR CARRIER TRAFFIC DATA  BY NONSTOP SEGMENT AND ON-FLIGHT MARKET						A-1. Air Carrier Name: _____ Code _____						
						A-2. Report Date: (Year) _____ (Month) _____						
A. SERVICE PATTERN						B. NONSTOP SEGMENT INFORMATION				C. ON-FLIGHT MARKET		
L i n e  No.	A-3 Airport Code	A-4 Airport Code	A-5 Service Class (Mark an x)				B-1 Air- CRAFT Type Code	B-2 Revenue Aircraft Departures	B-3 Revenue Passengers Transported	B-4 Revenue Freight Transported (kg)	C-1 Total Revenue Passengers In Market	C-2 Total Revenue Freight In Market (kg)
	ORIGIN	DESTIN.	F	G	L	P	Q	--- By aircraft type ---			-- Sum of all aircraft types --	
1.												
2.												
3.												
4.												
5.												
6.												
7.												
8.												
9.												
10.												
11.												
12.												
13.												
14.												
15.												
16.												
17.												
18.												
19.												
20.												

FOREIGN AIR CARRIER TRAFFIC DATA  
BY NONSTOP SEGMENT AND ON-FLIGHT MARKET  
SCHEDULE T-100(f)

FOREIGN AIR CARRIER CERTIFICATION

Carrier name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Carrier code \_\_\_\_\_

Report date (Year/Month) \_\_\_\_\_

I, the undersigned,

Title \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Print or type name \_\_\_\_\_

do certify that this report has been prepared under my direction  
in accordance with the regulations in 14 CFR Part 217 and 241.  
I affirm that, to the best of my knowledge and belief, this is  
a true, correct and complete report.

RSPA Form 41 Certification for Schedule T-100(f)

**§ 217.11 Reporting compliance.**

(a) Failure to file reports required by this part will subject an air carrier to civil and criminal penalties prescribed in sections 901 and 902 of the Federal Aviation Act of 1958, as amended.

(b) Title 18 U.S.C. 1001, Crimes and Criminal Procedure, makes it a criminal offense subject to a maximum fine of \$10,000 or imprisonment for not more than 5 years, or both, to knowingly and willfully make, or cause to be made, any false or fraudulent statements or representations in any matter within the jurisdiction of any agency of the United States.

**PART 241—UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR LARGE CERTIFICATED AIR CARRIERS**

2. The authority for Part 241 continues to read as follows:

Authority: Secs. 101, 204, 401, 402, 403, 404, 407, 411, 416, 417, 901, 902, 1002, 1601, Pub. L. 85-726, as amended, 72 Stat. 737, 743, 754, 758, 766, 769, 774, 783, 788; 76 Stat. 145; 92 Stat. 1744; 49 U.S.C. 1301, 1324, 1371, 1372, 1373, 1374, 1377, 1381, 1472, 1482, 1551; sec. 43, Pub. L. 95-504, 92 Stat. 1750, 49 U.S.C. 1552.

3. Section 03 is amended by revising the definitions of *Airport-to-airport distance*, and *Freight* to read as follows:

**Section 03—Definitions for Purposes of This System of Accounts and Reports**

*Airport-to-airport distance.* The great-circle distance between airports, measured in statute miles in accordance with Part 247 of this Chapter.

*Freight.* Property, other than mail, transported by air.

4. Section 19—**UNIFORM CLASSIFICATION OF OPERATING STATISTICS** is amended by revising sections 19-1 through 19-6 to read as follows:

**Sec. 19-1 Applicability.**

(a) *United States air carrier.* Each large certificated U.S. air carrier shall file with the Department, on a monthly basis, Form 41 Schedule T-100 "U.S. Air Carrier Traffic and Capacity Data By Nonstop Segment and On-flight Market," and summary data as prescribed in this section and in sections 22 and 25 of this part. A carrier conducting only domestic all-cargo operations under Section 418 of the Act is not required to file Schedule T-100. The "Instructions to U.S. Air Carriers for Reporting Traffic and Capacity Data on Form 41 Schedules T-100, T-1, T-2 and T-3" (Instructions-U.S. Air Carriers) are

contained in the Appendix to section 25 of this part.

(b) *Foreign (non-U.S.) air carrier.* Each foreign air carrier as required by Part 217 of this chapter shall file Form 41 Schedule T-100(f) "Foreign Air Carrier Traffic Data by Nonstop Segment and On-flight Market." The "Instructions to Foreign Air Carriers for Reporting Traffic Data on Form 41 Schedule T-100(f)" (Instructions-Foreign Air Carriers) are included in the Appendix to § 217.10 of this chapter.

(c) Each U.S. air carrier shall use magnetic computer tape or "floppy disc" for transmitting the prescribed data to the Department. Upon good cause shown, OAIM may approve the request of a U.S. air carrier, under section 1-2 of this part, to use hardcopy data input forms.

(d) On-flight market and nonstop segment detail data by carrier shall be made public only as provided in section 19-6.

**Sec. 19-2 Maintenance of data.**

(a) Each air carrier required to file Form 41 Schedule T-100 data shall maintain its operating statistics, covering the movement of traffic in accordance with the uniform classifications prescribed. Codes are prescribed for each operating element and service class. All traffic statistics shall be compiled in terms of each flight stage as actually performed.

(b) Each carrier shall maintain data applicable to the specified traffic and capacity elements prescribed in section 19-5 and section 25, and by general service classes prescribed in section 19-4 of this part.

(c) Operating statistics shall be maintained in accordance with the type of record, either nonstop segment or on-flight market.

**Sec. 19-3 Accessibility and transmittal of data.**

(a) Each reporting air carrier shall maintain its prescribed operating statistics in a manner and at such locations as will permit ready accessibility for examination by representatives of the Department. The record retention requirements are prescribed in Part 249 of this chapter.

(b) Individual nonstop segment and on-flight market data for section 418 domestic all-cargo, domestic charter and military charter operations are not required to be reported on the Schedule T-100, but summary data for such operations shall be included in the T-1, T-2 and T-3 schedules that each U.S. air carrier shall transmit to the Department on a monthly or quarterly basis as prescribed in sections 22 and 25. For

international military charters, only the U.S. airports are reported on Schedule T-3, and the foreign airports are combined and reported on a single line, as Airport "NON." International civilian charter and civilian all-cargo operations shall be reported in the T-100 data format, by nonstop segment and on-flight market.

(c) Form 41 Schedule T-100 reports shall be transmitted in accordance with the standard practices established by the Department, and must be received by the Department within 30 days following the end of each reporting month.

**Sec. 19-4 Service classes.**

The statistical classifications are designed to reflect the operating elements attributable to each distinctive class of service offered. The operating elements shall be grouped in accordance with their inherent characteristics as follows:

(a) *Scheduled services.* Scheduled services shall include traffic and capacity elements applicable to air transportation provided pursuant to published schedules and extra sections to scheduled flights. Scheduled Passenger/Cargo (Service Class F) is a composite of first class, coach, and mixed passenger/cargo service. The following classifications shall be reported, as applicable:

**U.S. Air Carriers:**

- K—Scheduled Services (F+G)
- F—Scheduled Passenger/Cargo
- G—Scheduled All-Cargo

**Foreign Air Carriers:**

- F—Scheduled Passenger/Cargo
- G—Scheduled All-Cargo

**(b) Nonscheduled services.**

Nonscheduled services shall include all traffic and capacity elements applicable to the performance of nonscheduled aircraft charters, and other air transportation services not constituting an integral part of services performed pursuant to published flight schedules. The following classifications shall be reported, as applicable:

**U.S. Air Carriers:**

- V—Nonscheduled Services (L+N+P+R)
- L—Nonscheduled Civilian Passenger/Cargo
- P—Nonscheduled Civilian Cargo
- N—Nonscheduled Military Passenger/Cargo
- R—Nonscheduled Military Cargo

**Foreign Air Carriers:**

- L—Nonscheduled Civilian Passenger/Cargo
- P—Nonscheduled Civilian All-Cargo Charters
- Q—Nonscheduled Services (Other

than Charter)

(c) *All Services*. This classification shall reflect, for the applicable elements, the aggregate amounts for all services performed by the operating entity:  
U.S. Air Carriers:

Z—All Services (V+K)

**Sec. 19-5 Air transport traffic and capacity elements.**

(a) Within each of the service classifications prescribed in section 19-4, data shall be reported as

applicable to specified air transport traffic and capacity elements.

(b) These reported items are as follows:

Code	Description	Type of Record		Applicable Form 41 Schedule Number
		Segment	Market	
	Carrier, carrier entity code.....	S	M	T-100(f)1,2,3
	Reporting period date.....	S	M	T-100(f)1,2,3
	Origin airport code.....	S	M	T-100(f)3
	Destination airport code.....	S	M	T-100(f)
	Service class code.....	S	M	T-100(f)1,2,3
	Aircraft type code.....	S	M	T-100(f)1,2,3
110	Revenue passengers enplaned.....		M	T-100(f)1,3
111	Total psgrs. in market—first cabin.....		M	T-100
113	Total psgrs. in market—middle cabin.....		M	T-100
112	Total psgrs. in market—coach cabin.....		M	T-100
130	Revenue passengers transported.....	S		T-100(f)
131	Passengers transported—first cabin.....	S		T-100
133	Passengers transported—middle cabin.....	S		T-100
132	Passengers transported—coach cabin.....	S		T-100
140	Revenue passenger-miles.....			CFD* 1,2
210	Revenue cargo tons enplaned.....			CFD*
217	Enplaned freight.....		M	T-100(f)3
219	Enplaned mail.....		M	T-100 3
230	Revenue tons transported.....			CFD*
237	Transported freight.....	S		T-100(f)
239	Transported mail.....	S		T-100
240	Revenue ton-miles.....			CFD* 1,2
241	Revenue ton-miles passenger.....			CFD* 1
247	Revenue ton-miles freight.....			CFD* 1,2
249	Revenue ton-miles mail.....			CFD* 1,2
270	Available capacity payload.....	S		T-100
280	Available ton-miles.....			CFD* 1,2
310	Available seats, total.....	S		T-100
311	Available seats—first cabin.....	S		T-100
313	Available seats—middle cabin.....	S		T-100
312	Available seats—coach cabin.....	S		T-100
320	Available seat-miles.....			CFD* 1,2
410	Revenue aircraft miles flown.....			CFD* 1,2
430	Revenue aircraft miles scheduled.....			CFD* 1
501	Interairport distance.....			CFD* 2
510	Revenue aircraft departures performed.....	S		T-100(f)1,2,3
520	Revenue aircraft departures scheduled.....	S		T-100 3
610	Revenue aircraft hours (airborne).....	S		T-100 1,2
630	Aircraft hours (ramp-to-ramp).....	S		T-100 1,2
650	Total aircraft hours (airborne).....			2
810	Aircraft days assigned to service-equip.....			2
820	Aircraft days assigned to service-routes.....			2
921	Aircraft fuels issued (U.S. gallons).....			2

\*CFD = Computed by DOT from detail Schedule T-100 and T-100(f) data.

T-100 = Form 41 Schedule T-100 for U.S. air carriers

(f) = Form 41 Schedule T-100(f) for foreign air carriers

1 = Form 41 Schedule T-1; 2 = Schedule T-2; 3 = Schedule T-3

NOTE: Cabin data are reported only in Group III international operations; in all other instances, totals are reported in items 110, 130 and 310.

(c) These reported items are further described as follows:

(1) *Reporting period date*. The year and month or quarter to which the reported data are applicable.

(2) *Carrier, Carrier entity code*. Each foreign air carrier shall report its name and code (assigned by DOT). Each U.S. air carrier shall report its name and entity code (a five digit code assigned by DOT that identifies both the carrier and its entity) for its particular operations. The Office of Aviation Information Management (OAIM) will

assign or confirm codes upon request; OAIM's address is in the Appendix to section 25 of this part and the Appendix to § 217.10 of this chapter.

(3) *Service class code*. The service class codes are prescribed in section 19-4 of this part. In general, classes are divided into two broad categories, either K (scheduled) or V (nonscheduled), where K=F+G for all carriers and V=L+N+P+R for U.S. air carriers and comprises L+P and Q for foreign air carriers. Refer to section 19-4 for the

more information on service class codes F, G, L, N, P, R and Q.

(4) *Record type code*. This code indicates whether the data pertain to nonstop segment (record type S) or on-flight market (record type M).

(5) *Aircraft type code*. This code represents the aircraft types, as described in the Appendix to section 25 of this part.

(6) *Origin, Destination airport code(s)*. These codes represent the industry designators described in the Appendix to section 25 of this part. A common

private industry source of these industry designator codes is the *Official Airline Guides* (OAG). OAIM will assign codes upon request if not listed in the OAG.

(7) *110 Revenue passengers enplaned.* The total number of revenue passengers enplaned at the origin point of a flight, boarding the flight for the first time; an unduplicated count of passengers in a market. Under the T-100 system of reporting, these enplaned passengers are the sum of the passengers in the individual on-flight markets. In the domestic entity, report only the total revenue passengers enplaned in item 110. Nonscheduled revenue passengers enplaned in any entity are reported in item 110. Cabin data (items 111 First, 112 Coach and 113 Middle, sometimes referred to as business class) are reported only for international operations of Group III air carriers; in all other instances, item 110 Revenue passengers enplaned is reported on Form 41 Schedule T-100 in column C-1, as follows.

Col.	Group III International Entity
C-1 111.....	Revenue psgrs. enplaned-total psgrs. in market-first cabin.
C-2 113.....	Revenue psgrs. enplaned-total psgrs. in market-middle cabin.
C-3 112.....	Revenue psgrs. enplaned-total psgrs. in market-coach cabin.
	All Other Carrier Groups and Entities
C-1 110.....	Revenue passengers enplaned.

(8) *130 Revenue passengers transported.* The total number of revenue passengers transported over single flight stage, including those already on board the aircraft from a previous flight stage. In the domestic entity, report only the total revenue passengers transported in item 130. Nonscheduled revenue passengers transported in any entity are reported in item 130. Cabin data (items 131 First, 132 Coach and 133 Middle) are reported only for international operations of Group III air carriers; in all other instances, item 130 Revenue passengers transported is reported on Form 41 Schedule T-100 in column B-7, as follows.

Col.	Group III International Entity
B-7 131.....	Revenue psgrs. transp.-total psgrs. transported-first cabin.
B-8 133.....	Revenue psgrs. transp.-total psgrs. transp.-middle cabin.
B-9 132.....	Revenue psgrs. transp.-total psgrs. transp.-coach cabin.
	All Other Carrier Groups and Entities
B-7 130.....	Revenue passengers transported.

(9) *140 Revenue passenger-miles.*

Computed by multiplying the interairport distance of each flight stage by the number of passengers transported on that flight stage.

(10) *210 Revenue cargo tons enplaned.*

The total number of cargo tons enplaned. This data element is a sum of the individual on-flight market figures for each of the following categories: 217 Freight and 219 mail. This element represents an unduplicated count of the revenue traffic in a market.

(11) *230 Revenue tons transported.*

The number of tons of revenue traffic transported. This element is the sum of the following elements: 231 Passengers transported-total, 237 Freight, and 239 Mail.

(12) *240 Revenue ton-miles—total.*

Ton-miles are computed by multiplying the revenue aircraft miles flown (410) on each flight stage by the number of tons transported on that stage. This element is the sum of 241 through 249.

(13) *241 Revenue ton-miles—passenger.*

Equals the number of passengers times 200, times interairport distance, divided by 2000. A standard weight of 200 pounds per passenger, including baggage, is used for all operations and service classes.

(14) *247 Revenue ton-miles—freight.*

Equals the volume of freight in whole tons times the interairport distance.

(15) *249 Revenue ton-miles—mail.*

Equals the volume of mail in whole tons times the interairport distance.

(16) *270 Available capacity—payload.*

The available capacity is collected in pounds. This figure shall reflect the payload or total available capacity for passengers, mail and freight applicable to the aircraft with which each flight stage is performed.

(17) *280 Available ton-miles.* The aircraft miles flown on each flight stage multiplied by the available capacity on the aircraft in tons.

(18) *310 Available seats.* The number of seats available for sale. This figure reflects the actual number of seats available, excluding those blocked for safety or operational reasons. In the domestic entity, report the total available seats in item 130.

Nonscheduled available seats in any entity are reported in item 130. Cabin data (items 311 First, 312 Coach and 313 Middle) are reported only for international operations of Group III air carriers; in all other instances, item 310 Available seats, total is reported on Form 41 Schedule T-100 in column B-4, as follows.

Col.	Group III International Entity
B-4 311.....	Available seats—first cabin.
B-5 313.....	Available seats—middle cabin.
B-6 312.....	Available seats—coach cabin.
	All Other Carrier Groups and Entities
B-4 310.....	Available seats, total.

(19) *320 Available seat-miles.* The aircraft miles flown on each flight stage multiplied by the seat capacity available for sale.

(20) *410 Revenue aircraft miles flown.*

Revenue aircraft miles flown are computed in accordance with the airport pairs between which service is actually performed; miles are generated from the data for scheduled aircraft departures (Code 520) times the interairport distances (Code 501).

(21) *430 Revenue aircraft miles scheduled.* The number of revenue aircraft miles scheduled. All such data shall be maintained in conformity with the airport pairs between which service is scheduled, whether or not in accordance with actual performance.

(22) *501 Interairport distance.* The great circle distance, in official statute miles as prescribed in Part 247 of this chapter, between airports served by each flight stage. Official interairport mileage may be obtained from the Office of Aviation Information Management at the address included in section 25 of this part.

(23) *510 Revenue aircraft departures performed.* The number of revenue aircraft departures performed in revenue scheduled service, including extra sections of scheduled flights.

(24) *520 Revenue aircraft departures scheduled.* The number of revenue aircraft departures scheduled, whether or not actually performed.

(25) *610 Revenue aircraft hours (airborne).* The elapsed time, computed from the moment the aircraft leaves the ground until its next landing.

(26) *630 Aircraft hours (ramp-to-ramp).* The elapsed time, computed from the moment the aircraft first moves under its own power from the boarding ramp at one airport to the time it comes to rest at the ramp for the next point of landing. This data element is also referred to as "block" and block-to-block aircraft hours.

(27) *650 Total aircraft hours (airborne).* The elapsed time, computed from the moment the aircraft leaves the ground until it touches down at the next landing. This includes flight training, testing, and ferry flights.

(28) *810 Aircraft days assigned to service—carrier's equipment.* The number of days that aircraft owned or

acquired through rental or lease (but not interchange) are in the possession of the reporting air carrier and are available for service on the reporting carrier's routes plus the number of days such aircraft are in service on routes of others under interchange agreements. Includes days in overhaul, or temporarily out of service due to schedule cancellations. Excludes days that newly acquired aircraft are on hand, but not available for productive use, days rented or leased to others (for other than interchange) and days in possession but formally withdrawn from air transportation service.

(29) *820 Aircraft days assigned to service—carrier's routes.* The same as "aircraft days assigned to service—carrier's equipment," but excluding the number of days that the reporting carrier's owned or rented equipment are in the possession of others under interchange agreements and including the number of days aircraft of others are in the possession of the reporting air carrier under interchange agreements.

(30) *921 Aircraft fuels issued (gallons).* The amount of aircraft fuels issued, in U.S. gallons, during the reporting period for both revenue and nonrevenue flights.

#### Section 19-6—Public disclosure of traffic data.

(a) Detailed air carrier on-flight market and nonstop segment data in Schedule T-100 and T-100(f) reports submitted to the Department shall not be publicly available for a period of 3

years, although industry and carrier summary data may be made public provided there are three or more carriers in the summary data disclosed. Further, at any time, the Department may publish T-100 international summary statistics without carrier detail. Further, the Department may release nonstop segment and on-flight market detail data by carrier before the end of the 3 years as follows:

(1) To foreign governments as provided in reciprocal arrangements between the foreign country and U.S. Government for exchange of on-flight market and/or nonstop segment data submitted by air carriers of that foreign country and U.S. carriers serving that foreign country;

(2) To parties to any proceeding before the Department under Title IV of the FAAct as required by the Administrative Law Judge or other decision-maker of the Department. Any data to which access is granted pursuant to this provision may be introduced into evidence, subject to the normal rules of admissibility of evidence.

(3) To agencies and other components of the U.S. Government for their internal use only.

(4) To such other persons and in such other circumstances as the Department determines to be in the public interest, consistent with regulatory functions and responsibilities, upon submission by the requesting party of a written statement of significant need.

(b) Before it makes a decision on requests for access to detail carrier information under section (a)(4), the Department shall contact the carrier whose data have been requested, and determine whether the carrier will consent to the release of its data. The Department's determination regarding confidential information will be made in writing, and a copy of this written determination will be made publicly available. The Department intends to give considerable weight to the reporting carrier's views in making determinations whether to release its data before the end of the 3 year restricted release period.

(c) Where access to restricted data is approved, the Department may release the requested nonstop segment and on-flight market data through firms of data service providers who agree to abide by these disclosure restrictions. There are established procedures for accessing restricted data in the pamphlet "Access to Restricted Release Aviation Economic Data." Copies are available from the Office of Aviation Information Management (OAIM) at the address in the Appendix to section 25 of this part.

5. Section 22 is amended by revising the List of Schedules in CAB Form 41 Report and the Due Dates of Schedules in CAB Form 41 Report in paragraph (a) to read:

#### Section 22—General Reporting Instructions

(a) \* \* \*

#### LIST OF SCHEDULES IN RSPA FORM 41 REPORT

[See footnotes at end of table]

Schedule No.	Title	Filing frequency	Applicability by carrier group		
			I	II	III
A.....	Certification.....	Q	(1)	X	X
B-1.....	Balance sheet.....	Q	(1)	X	X
B-1.1.....	Balance sheet.....	SA	(2)	NA	NA
B-7.....	Airframe and aircraft engine acquisitions and retirements.....	Q	NA	X	X
B-12.....	Statement of changes in financial position.....	Q	(1)	X	X
B-43.....	Inventory of airframes and aircraft engines.....	A	X	X	X
P-1.1.....	Statement of operations.....	SA	(2)	NA	NA
P-1.2.....	Statement of operations.....	Q	(1)	X	X
P-1(a).....	Interim operations report.....	M	X	X	X
P-2.....	Notes to RSPA Form 41 report.....	Q	(1)	X	X
P-5.1.....	Aircraft operating expenses.....	Q(1), SA(2)	X	NA	NA
P-5.2.....	Aircraft operating expenses.....	Q	NA	X	X
P-6.....	Operating expenses by objective groupings.....	Q	(1)	X	X
P-7.....	Operating expenses by functional groupings—Group III air carriers.....	Q	NA	NA	X
P-10.....	Employment statistics by labor category.....	A	(1)	X	X
P-12(a).....	Fuel consumption by type of service and entity.....	M	(1)	X	X
T-100.....	U.S. air carrier traffic and capacity data by nonstop segment and on-flight market.....	M	X	X	X
T-100(f).....	Foreign air carrier traffic data by nonstop segment and on-flight market.....	M (see 14 CFR...217)			
T-1.....	U.S. air carrier traffic and capacity summary by service class.....	M	X	X	X
T-2.....	U.S. air carrier traffic and capacity by aircraft type.....	Q	X	X	X
T-3.....	U.S. air carrier airport activity statistics.....	Q	X	X	X

## LIST OF SCHEDULES IN RSPA FORM 41 REPORT—Continued

(See footnotes at end of table)

Schedule No.	Title	Filing frequency	Applicability by carrier group		
			I	II	III
T-8	Report of all-cargo operations	A	(3)	(3)	(3)

M=Monthly, Q=Quarterly, SA=Semiannually, A=Annually, NA=Not Applicable, X=All Carriers.

(1) Applicable to Group I Air Carriers with annual operating revenues of \$10 million or more.

(2) Applicable to Group I Air Carriers with annual operating revenues below \$10 million.

(3) Applicable to Air Carriers conducting Section 418 all-cargo operations.

## DUE DATES OF SCHEDULES IN RSPA FORM 41 REPORT

Due dates <sup>1</sup>	Financial data on schedule No.	Traffic and capacity data on schedule No.
January 20	P-12(a)	
January 30	P-1(a)	T-100, T-100(f), T-1, T-2, T-3
February 10 <sup>2</sup>	A, B-1, B-1.1, B-7, B-12, P-1.1, P-1.2, P-2, P-5.1, P-5.2, P-6, P-7, P-10.	
February 20	P-12(a)	
March 1	P-1(a)	T-100, T-100(f), T-1
March 20	P-12(a)	
March 30	B-43, P-1(a)	T-100, T-100(f), T-1, T-8
April 20	P-12(a)	
April 30	P-1(a)	T-100, T-100(f), T-1, T-2, T-3
May 10	A, B-1, B-7, B-12, P-1.2, P-2, P-5.1, P-5.2, P-6, P-7.	
May 20	P-12(a)	
May 30	P-1(a)	T-100, T-100(f), T-1
June 20	P-12(a)	
June 30	P-1(a)	T-100, T-100(f), T-1
July 20	P-12(a)	
July 30	P-1(a)	T-100, T-100(f), T-1, T-2, T-3
August 10	A, B-1, B-1.1, B-7, B-12, P-1.1, P-1.2, P-2, P-5.1, P-5.2, P-6, P-7.	
August 20	P-12(a)	
August 30	P-1(a)	T-100, T-100(f), T-1
September 20	P-12(a)	
September 30	P-1(a)	T-100, T-100(f), T-1
October 20	P-12(a)	
October 30	P-1(a)	T-100, T-100(f), T-1, T-2, T-3
November 10	A, B-1, B-7, B-12, P-1.2, P-2, P-5.1, P-5.2, P-6, P-7.	
November 20	P-12(a)	

## DUE DATES OF SCHEDULES IN RSPA FORM 41 REPORT—Continued

Due dates <sup>1</sup>	Financial data on schedule No.	Traffic and capacity data on schedule No.
November 30	P-1(a)	T-100, T-100(f), T-1
December 20	P-12(a)	
December 30	P-1(a)	T-100, T-100(f), T-1

<sup>1</sup> Due dates falling on a Saturday, Sunday or national holiday will become effective the first following work day.<sup>2</sup> Reporting due dates on Form 41 Schedules B and P are extended to March 30 if preliminary schedules are filed at the Department by February 10.

6. Section 24 is amended by renumbering paragraph (f) as paragraph (g) and adding (e) and (f) in Schedule P-1.2, to read as follows:

## Section 24—Profit and loss elements

\* \* \* \* \*

## Schedule P-1.2—Statement of Operations

\* \* \* \* \*

(e) Group III air carriers shall subdivide total Transport Revenues-Passenger (Account 3901) between Accounts 3901.1, Passenger-Flight Class and Account 3901.2 Passenger-Coach, only for operations that are reported in the international entity (Atlantic, Pacific and Latin American). First class and coach passenger revenues associated with transport operations reported in the domestic entity shall be reported as a combined total in Account 3901 Transport Revenues-Passenger.

(f) All Group I and Group II air carriers shall report first class and coach passenger revenues as a combined total in Account 3901 Transport Revenues-Passenger, for both domestic and international entity operations. However, U.S. air carriers in any carrier group that elect to do so may continue to report first class and coach revenue data, if they consider such voluntary reporting to be less burdensome than changing their existing financial reporting system.

(g) Any air carrier that does not file Schedule P-1(a) in accordance with the

filing option described in section 22—General Reporting Instructions shall, for the third month of any calendar quarter during which the option is exercised, type in the bottom margin of the system statement of operations the total number of full-time and part-time employees to be labeled as such and calculated in accordance with paragraph (d) of the reporting instructions for Schedule P-1(a).

\* \* \* \* \*

## Section 25—[Amended]

7. Section 25 *Traffic and Capacity Elements* is amended by:

A. Revising paragraphs (a) and (b) of the *General Instructions* to read:

*General Instructions.* (a) All prescribed reporting for traffic and capacity elements shall conform with the data compilation standards set forth in section 19—Uniform Classification of Operating Statistics.

(b) Schedules T-1, T-2, T-3 and T-100 for U.S. air carriers shall be submitted in magnetic computer tape or floppy disc as provided in section 19-1(c) of this Part. As prescribed in section 1-02 of this part, air carriers may request a waiver from the Director, Office of Aviation Information Management, RSPA, to allow the submission of hardcopy reports.

B. Schedules T-1(a), T-1(b), T-1(c), T-2, T-3(a), T-3(b) and T-3(c) are removed and new Schedules T-1, T-2 and T-3 are added to read as follows:

## Schedule T-1 U.S. Air Carrier Traffic and Capacity Summary-By Service Class

(a) Schedule T-1 collects summary statistics to supplement the detail Schedule T-100 data. This schedule shall be filed monthly by each large certificated U.S. air carrier conducting domestic charter, or domestic cargo operations, or military charters in each applicable entity. Traffic and capacity data are reported on this schedule for the following service classes.

(1) G—Scheduled All-Cargo.

(2) L—Nonscheduled Civilian Passenger/Cargo.

(3) P—Nonscheduled Civilian Cargo.

(4) N—Nonscheduled Military Passenger/Cargo.

(5) R—Nonscheduled Military Cargo.

(b) Separate schedules shall be filed for each operating entity.

(c) Detailed instructions for preparing Schedule T-1 are included in the Appendix to this section.

(d) The reported data shall be compiled as aggregates of the basic data prescribed in section 19, Uniform Classification of Operating Statistics.

(e) The schedule shall include the following items:

Code	Service/class	Elements
.....	.....	Air carrier.
.....	.....	Operating entity.
.....	.....	Report date (month ended).
.....	G,L,N,P,R	Service class code.
.....	N, R	Aircraft type code.
110	L,N	Revenue passengers enplaned.
140	L,N	Revenue passenger-miles (000).
240	G,L,N,P,R	Revenue ton-miles.
241	L,N	Revenue ton-miles passenger.
247	G,L,N,P,R	Revenue ton-miles freight.
249	G,L, P	Revenue ton-miles mail.
280	G,L,N,P,R	Available ton-miles.
320	L,N	Available seat-miles.
410	G,L,N,P,R	Revenue aircraft miles flown.
430	G	Revenue aircraft miles scheduled.
510	G,L,N,P,R	Revenue aircraft departures performed.
610	G,L,N,P,R	Revenue aircraft hours (airborne).
630	G,L,N,P,R	Revenue aircraft hours (ramp-to-ramp).

#### *Schedule T-2 U.S. Air Carrier Traffic and Capacity Statistics-By Aircraft Type*

(a) Schedule T-2 collects summary statistics to supplement the detail Schedule T-100 data. This schedule shall be filed for each calendar quarter by each large certificated U.S. air carrier.

(b) Separate schedules shall be filed for each operating entity of the air carrier.

(c) Detailed instructions for preparing Schedule T-2 are included in the Appendix to this section.

(d) The reported data shall be compiled as aggregates of the data prescribed in section 19, Uniform Classification of Operating Statistics.

(e) This schedule shall include the following items:

Code	Service class	Elements
.....	.....	Air carrier.
.....	.....	Operating entity.
.....	.....	Report date (quarter ended).
.....	G,Z	Aircraft type code.
.....	G,Z	Service class code.
140	Z	Revenue passenger-miles (000).
240	G,Z	Revenue ton-miles.
247	Z	Revenue ton-miles freight.
249	Z	Revenue ton-miles mail.
280	G,Z	Available ton-miles.
320	Z	Available seat-miles.
410	G,Z	Revenue aircraft miles flown.
510	V,G,Z	Revenue aircraft departures performed.
610	Z	Revenue aircraft hours (airborne).
630	Z	Revenue aircraft hours (ramp-to-ramp).
650	Z	Total aircraft hours airborne.
810	Z	Aircraft days assigned to service—carrier's equipment.
820	Z	Aircraft days assigned to service—carrier's routes.
921	Z	Aircraft fuels issued (gallons).

#### *Schedule T-3 U.S. Air Carrier Airport Activity Statistics*

(a) This schedule supplements the detail Schedule T-100 data. Schedule T-3 collects supplementary airport activity statistics as follows: The domestic entity report covers summary statistics on domestic all-cargo operations and both civilian and military charters. The international entity report covers summary information on military charter operations only. Further, only the U.S. airport is identified for international military charter operations, and airports outside the U.S. are summarized as a one-line total, coded "NON" in lieu of the airport code; these data are collected only on this schedule, not in the detail Schedule T-100.

(b) Separate schedules shall be filed for each air carrier entity, as prescribed under section 19-5(c)(2) of this part.

(c) In addition to the following general information, more detailed instructions for completing schedule T-3 are included in the Appendix to this section.

(d) The data shall be compiled as aggregates of the basic data prescribed in section 19, Uniform Classification of Operating Statistics.

(e) This schedule shall include the following items:

Code	Service class	Elements
.....	.....	Air carrier.
.....	.....	Operating entity.
.....	.....	Report date (quarter ended).
.....	G,V	Aircraft type code.
.....	G,V	Service class code (G or V).
.....	G,V	Airport code.
110	V	Revenue passengers enplaned.
217	G,V	Revenue cargo tons enplaned—freight.

Code	Service class	Elements
219	G,V	Revenue cargo tons enplaned—mail.
510	G,V	Revenue departures performed, by aircraft type.
520	G	Revenue aircraft departures, scheduled, by aircraft type.

#### *C. Removing Schedule T-9 Nonstop Market Report.*

D. Adding new Schedules T-100 and T-100(f) to read as follows:

#### *Schedule T-100 U.S. Air Carrier Traffic and Capacity Data By Nonstop Segment and On-Flight Market.*

(a) This Schedule T-100 collects detail on-flight market and nonstop segment data. This schedule shall be filed monthly by each large certificated U.S. air carrier except for a charter air carrier or an all-cargo carrier with only domestic operations. Separate data shall be reported on Schedule T-100 for each operating entity (Latin America, Atlantic, Pacific, International or Domestic) of the air carrier in the five digit entity code prescribed under section 19-5(c)(2) of this part. Domestic scheduled passenger/cargo operations and all international operations of scheduled and nonscheduled passenger/cargo and all cargo services shall be reported on Schedule T-100, except that international military charters shall not be reported on Schedule T-100.

(b) Guidelines for reporting the automated monthly Schedule T-100 are included in the Appendix to this section.

(c) Reported data shall be compiled as aggregates of the basic data elements and service classes contained in sections 19-4 and 19-5 of this part.

#### *Schedule T-100(f) Foreign Air Carrier Traffic Data by Nonstop Segment and On-Flight Market*

(a) This Schedule T-100(f) collects detail on-flight market and nonstop segment data. This schedule shall be filed monthly by each foreign (non-U.S.) air carrier conducting operations to or from the United States with large aircraft pursuant to 402 permits or exemption authority. Reported traffic data shall include all services affecting the United States, as prescribed in this part.

(b) Guidelines for reporting the monthly Schedule T-100(f) are included in the Appendix to § 217.10 of this chapter. Copies of these instructions are provided to each foreign air carrier submitting the traffic data. Copies are also available from the Office of Aviation Information Management.

DAI-1, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street SW., Washington, DC 20590.

(c) The reported data shall be compiled as aggregates of the basic data elements and service classes prescribed in sections 19-4 and 19-5 of this part.

E. A new Appendix is added to § 241.25 to read as follows:

**Appendix to Section 241.25 of CFR Part 241—Instructions to U.S. Air Carriers for Reporting Traffic and Capacity Data on Form 41 Schedules T-100, T-1, T-2, and T-3**

(a) Applicability. Each large U.S. air carrier that holds a 401 certificate and operates aircraft designed with a maximum capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds must file these schedules. A carrier that conducts all of its operations under section 418 of the Act (all-cargo certificates) does not file. Each air carrier will be advised of its reporting requirements by letters of instruction from the Office of Aviation Information Management (OAIM).

(b) Schedules, frequency, and entity:  
(1) Schedule T-100, Monthly. Schedule T-100 collects summarized flight stage data by reporting entity as follows: International entity reports cover scheduled and nonscheduled passenger/cargo and all cargo services. Domestic entity reports cover passenger/cargo operations in scheduled services only. The term entity refers to the geographic location designator prescribed by the Department in section 19-5(c)(2) of this part, such as, for instance, domestic entity air transport operations as distinguished from international entity air transport operations.

(2) Schedule T-1, Monthly. For the domestic entity, Schedule T-1 collects summary statistics on domestic all-cargo operations, and on both civilian and military charters. For international entities, it collects summary information on military charter operations only.

(3) Schedule T-2, Quarterly. Schedule T-2 collects summary information for all reporting entities. It contains data elements for which there are no corresponding details in T-100 reports. It is submitted for each operating entity prescribed by the Department for each air carrier.

(4) Schedule T-3, Quarterly. For the domestic entity, Schedule T-3 collects summary statistics on all-cargo operations and on both civilian and military charters; and for international entities, it collects summary information on military charter operations only. Further, only the U.S. airport must be identified for international military charter operations, and airports outside the U.S. are summarized as a one-line total, coded "NON" in lieu of the airport code, since international military charters are not reported in the detail international Schedule T-100 data.

(c) Format of reports:

(1) Automatic Data Processing (ADP) magnetic tape. Refer to paragraph (f) below for instructions pertaining to mainframe and minicomputer reporting. The Department will issue "Reporting Directives" to make necessary technical changes to these T-100 instructions, where no policy issues are involved that would require a new rulemaking, or where only a few air carriers are affected.

(2) Microcomputer diskette.

(i) Optional specification. If an air carrier desires to use its personal computers (PC's), rather than mainframe or minicomputers to prepare its data submissions, the following specifications for filing data on diskette media apply:

(ii) Reporting medium. Microcomputer ADP data submission of T-100 information must be on IBM compatible floppy disk, including diskettes, floppy disks, or flexible disks. The particular type of acceptable minidisk is on 5¼ inch, double-sided/double-density, with a capacity of approximately 360,000 characters of data (360K). Carriers wishing to use a different ADP procedure must obtain written approval to do so from the Director, OAIM, under the waiver provisions in section 1-2 of this part. Requests for approval to use alternate methods must disclose the proposed data transmission methodology. Refer to paragraph (k) for microcomputer record layouts.

(iii) Microcomputer file characteristics. The files will be created in ASCII delimited format, sometimes called Data Interchange Format (DIF). This form of recording data provides for variable length fields (data elements) which, in the case of alphabetic data, are enclosed by quotation marks (" ")

and separated by a comma (,) and numeric data elements that are recorded without editing symbols are also separated by a comma. The data is identified by its juxtaposition within a given record. Therefore, each record must contain the exact number of data elements, all of which must be juxtapositionally correct. Personal computer software including most spreadsheets, data base management programs, and BASIC are capable of producing files in this format.

(d) Filing data for reports. The reports must be received at DOT within 30 days following the end of each reporting period. Refer to § 241.22 of this part for more information on date requirements.

(e) Address for filing: Data Administration Division, DAI-20, Room 4125, Office of Aviation Information Management, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590.

(f) ADP format for magnetic tape:

(1) Magnetic tape specifications. IBM compatible 9-track EBCDIC recording. Recording density of 6250 or 1600 bpi. The order of recorded information is:

Volume label.

Header label.

Data records.

Trailer label.

(g) External tape label information.

Carrier name.

Report date.

File identification.

Carrier address for return of tape reel.

(h) Standards. It is the policy of the Department to be consistent with the American National Standards Institute and the Federal Standards activity in all data processing and telecommunications matters. It is our intention that all specifications in this application are in compliance with standards promulgated by these organizations.

(i) Volume, header, and trailer label formats:

(1) Use standard IBM label formats. The file identifier field of the header labels should be "T-100.SYSTEM".

(j) Magnetic tape record layouts for T-100, T-1, T-2, and T-3.

(1) Nonstop segment record layout:

Field No.	Positions	Mode	Description
1.....	1	1A.....	Record type code (S=nonstop segment).
2.....	2-6	5A/N.....	Carrier entity code.
3.....	7-10	4N.....	Report date (YYMM).
4.....	11-13	3A.....	Origin airport code.
5.....	14-16	3A.....	Destination airport code.
6.....	17	1A.....	Service class code (F,G,L, or P).
7.....	18-21	4N.....	Aircraft type code.
8.....	22-26	5N.....	Revenue aircraft departures performed (F,G,L,P510).
9.....	27-36	10N.....	Available capacity payload (pounds) (F,G,L,P270).
10 <sup>1</sup> .....	37-43	7N.....	Available seats—first cabin (F310, F311, L310).
11 <sup>1</sup> .....	44-50	7N.....	Available seats—middle cabin (F313).
12 <sup>1</sup> .....	51-57	7N.....	Available seats—coach cabin (F312).
13 <sup>1</sup> .....	58-64	7N.....	Passengers transported—first cabin (F130, F131, L130).
14 <sup>1</sup> .....	65-71	7N.....	Passengers transported—middle cabin (F133).
15 <sup>1</sup> .....	72-78	7N.....	Passengers transported—coach cabin (F132).
16.....	79-88	10N.....	Revenue freight transported (F,G,L,P237) (in pounds).
17.....	89-98	10N.....	Revenue mail transported (F,G,L,P239) (in pounds).
18.....	99-103	5N.....	Revenue aircraft departures scheduled (F,G,L,P520).
19.....	104-113	10N.....	Revenue aircraft ramp hours, ramp-to-ramp (F,G,L,P630) (in minutes).

Field No.	Positions	Mode	Description
20.....	114-123	10N.....	Revenue aircraft hours, airborne (F,G,L,P610) (in minutes).

<sup>1</sup> Cabin data (First, Coach and Middle) are not reported by any carrier group in the domestic entity, where total available seats are reported in 310 and total passengers transported are included in 130; these totals are also used for the international operations of Group I and II carriers; cabin data are reported only for Group III international operations. All carrier groups will report total nonscheduled passengers in the summary data item L130, and nonscheduled available seats in L310.

## (2) On-flight market record layout:

Field No.	Positions	Mode	Description
1.....	1	1A.....	Record type indicator: M = on-flight market record.
2.....	2-6	5A.....	Carrier entity code.
3.....	7-10	4N.....	Report data (YYMM).
4.....	11-13	3A.....	Origin airport code.
5.....	14-16	3A.....	Destination airport code.
6.....	17	1A.....	Service class code (F,G,L or P).
7 <sup>1</sup> .....	18-24	7N.....	Total passengers in market—first cabin (F110 F111 L110).
8 <sup>1</sup> .....	25-31	7N.....	Total passengers in market—middle cabin (F113).
9 <sup>1</sup> .....	32-38	7N.....	Total passengers in market—coach cabin (F112).
10.....	39-48	10N.....	Revenue freight in market (F,G,L, P217) (in pounds).
11.....	49-58	10N.....	Revenue mail in market (F,G,L, P219) (in pounds).

<sup>1</sup> Cabin data (First, Coach and Middle) are not reported by any carrier Group in the domestic entity, where total passengers enplaned in a market are included in F110; cabin data are reported only for international operations of Group III air carriers; in international entity operations of Group I and Group II air carriers, total passengers enplaned are included in 110. All carrier groups will include nonscheduled passengers enplaned in L110.

## (3) T-1, T-2, and T-3 Summary record layout:

Field No.	Positions	Mode	Description
1.....	1	1A.....	Record Type Code: 1 = T-1 data 2 = T-2 data 3 = T-3 data.
2.....	2-6	5A.....	Air Carrier Entity Code.
3.....	7-10	4N.....	Report Date (YYMM).
4.....	11-14	4A.....	Data Element Code (T-1, T-2, and T-3).
5.....	15-18	4A.....	Aircraft Type Code (T-1, T-2, and T-3).
6.....	19-21	3A.....	Airport Code (T-3).
7.....	22-31	10N.....	Data Value—Right justified with leading zeros.

## (4) T-1 data elements:

1. Revenue passengers enplaned.....	L110	N110			
2. Revenue passenger-miles (000).....	L140	N140			
3. Revenue ton-miles total.....	G240	L240	P240	N240	R240
4. Revenue ton-miles passenger.....	L241	N241			
5. Revenue ton-miles mail.....	G249	L249	P249		
6. Revenue ton-miles freight.....	G249	L247	P247	N247	R247
7. Available ton-miles.....	G280	L280	P280	N280	R280
8. Available seat-miles (000).....	L320	N320			
9. Revenue aircraft miles flown.....	G410	L410	P410	N410	R410
10. Revenue departures performed.....	G510	L510	P510	N510	R510
11. Revenue aircraft miles scheduled.....	G430				
12. Revenue aircraft hours airborne.....	G610	L610	P610	N610	R610
13. Revenue aircraft hours ramp-to-ramp.....	G630	L30	P630	N630	R630
14. Revenue aircraft miles scheduled.....	G430				
15. Carrier code.....					
16. Report date.....					
17. Operating entity.....					
18. Aircraft type code (Military charters).....					

## (5) T-2 Data elements (by aircraft type):

1. Revenue ton-miles.....	G240
2. Available ton-miles.....	G280
3. Revenue aircraft miles flown.....	G410
4. Revenue aircraft departures performed.....	G510
5. Revenue aircraft departures performed.....	V510
6. Revenue passenger-miles (000).....	Z140
7. Available seat-miles (000).....	Z320
8. Revenue ton-miles total.....	Z240
9. Revenue ton-miles mail.....	Z249
10. Revenue ton-miles freight.....	Z247
11. Available ton-miles.....	Z280
12. Revenue aircraft miles flown.....	Z410
13. Revenue aircraft departures performed.....	Z510
14. Revenue aircraft hours airborne.....	Z610
15. Revenue aircraft hours ramp-to-ramp.....	Z630
16. Total aircraft hours (airborne).....	Z650
17. Aircraft days assigned to service equipment.....	Z810
18. Aircraft days assigned to service routes.....	Z820
19. Aircraft fuels issued.....	Z921
20. Aircraft type code.....	
21. Carrier code.....	
22. Report date.....	
23. Operating entity.....	

## (6) T-3 Data elements (by origin airport):

1. Airport code.....	V110
2. Revenue passengers enplaned.....	G219 V219
3. Revenue tons enplaned mail.....	G217 V217
4. Revenue tons enplaned freight.....	
5. Revenue aircraft departures performed.....	G510 V510
6. Revenue aircraft departures scheduled.....	G520
7. Aircraft type code.....	
8. Carrier code.....	
9. Report date.....	
10. Operating entity.....	

(k) Record layouts for microcomputer diskettes. The record layouts for diskette are generally identical to those shown for magnetic tape, with the exception that delimiters (quotation marks and commas) are used to separate fields. It is necessary that the order of fields be maintained in all records.

(1) File characteristics. The files will be created in ASCII delimited format, sometimes

called Data Interchange Format (DIF). This form of recording data provides for variable length fields (data elements) which, in the case of alphabetic data, are enclosed by quotation marks (") and separated by a comma (,) and numeric data elements that are recorded without editing symbols are also separated by a comma. The data is identified by its juxtaposition within a given record. Therefore it is critical that each record contain the exact number of data elements, all of which data must be juxtapositionally correct. PC software including most spreadsheets, data base management programs, and BASIC produce minidisks files in this format.

(2) File naming conventions for diskettes. For microcomputer reports, each record type should be contained in a separate DOS file on the same physical diskette. The following DOS naming conventions should be followed:

Record type S = SEGMENT.DAT

Record type M = MARKET.DAT

Record type 1 = T-1.DAT

Record type 2 = T-2.DAT

Record type 3 = T-3.DAT

(l) Discussion of reporting concept.

(1) The detail T-100 data shall be maintained in such a manner as to permit monthly summarization and organization into two basic groupings. First, the nonstop segment information which is to be summarized by equipment type, within class of service, within pair-of-points, without regard to individual flight number. The second grouping requires that the enplanement/deplanement information be broken out into separate units called on-flight market records, which shall be summarized by class of service, within pair-of-points, without regard for equipment type of flight number.

(2) The Schedules T-1 and T-3 information is applicable only to operations that are not required in the detail T-100 report. The Department will derive other necessary summary data directly from the detail T-100. The T-1 and T-3 data pertaining to domestic entities is for scheduled all-cargo service and charter operations. The T-1 for international entities contains data on military charter operations only.

(3) The Schedule T-2 information is required from each carrier and for each reporting entity. It contains some data elements for which there is no corresponding detail in T-100.

(4) A single tape file shall be submitted containing nonstop segment and on-flight market records for all applicable entities. The summary data pertaining to schedules T-1,

T-2, and T-3 should be submitted on a second tape reel. A carrier reporting on diskette should create separate files for each record type, using DOS file naming conventions to identify them.

(5) An air carrier who submits middle cabin data may be confronted by a situation resulting from a change of gauge or other considerations wherein a given leg of a flight may not offer the same classes of service that is available on the remainder of the legs. When preparing on-flight market records applicable to this situation, the carrier should consider passengers transported as though the entire trip was configured as the first segment. The passenger cabin where the passenger is seated at the beginning of the flight determines the classification for the whole trip.

(m) Joint Service.

(1) The Department may authorize joint service operations between two direct air carriers. Examples of these joint service operations are: blocked-space agreements; part-character agreements; code-sharing agreements; Wet-lease agreements, and similar arrangements.

(2) Joint service operations shall be reported in Form 41 Schedule T-100 and T-100(f) within the following guidelines:

(i) Blocked space, part-charters and code-sharing arrangements shall be reported by the carrier in operational control of the flight. The traffic moving under those agreements is reported the same as any other traffic on board the aircraft.

(ii) Wet lease agreements shall be reported by the lessee as though the leased aircraft and crew were a part of the lessee's own fleet.

(iii) If there are questions about reporting a joint service operation, contact the Director, Office of Aviation Information Management at the address in paragraph (d) of this Appendix.

(iv) The Department may require information pertaining to joint service operations in addition to that reported by in Schedules T-100 and T-100(f) by U.S. and foreign air carriers. If additional information is needed, *ad hoc* reporting will be used by the Director, Office of Aviation Information Management (OAIM), under authority delegated in §§ 385.27 (b) and (d) of this chapter. *Ad hoc* reporting requirements will be communicated to the applicable carriers by letter.

(m) Glossary of data elements. Sections 19-5 and 03 of 14 CFR Part 241.

(n) Schedules.

BILLING CODE 4910-62-M

## FORM 41 SCHEDULE T-100

## U. S. AIR CARRIER

## TRAFFIC AND CAPACITY DATA BY NONSTOP SEGMENT AND ON-FLIGHT MARKET

A. SERVICE PATTERN					B. NONSTOP SEGMENT INFORMATION								
Line No.	A-3 Airport Code	A-4 Airport Code	A-5 Service Class Code	B-1 Aircraft Type Code	B-2 Revenue Aircraft Depart. Performed	B-3 Avail. Capacity Payload	B-4 *	B-5	B-6	B-7 *	B-8	B-9	
					F, L, 510 6, P, 510	F, L, 270 6, P, 270	Avail. Seats TOTAL/ First F, L, 310 F, 311	Avail. Seats Middle F, 313	Avail. Seats Coach F, 312	Revenue Passengers Transp. TOTAL/ First F, L, 130 F, 131	Revenue Passengers Transp. Middle F, 133	Revenue Passengers Transp. Coach F, 132	
	Origin	Destin.	F	L	P	By aircraft type							
1.													
2.													
3.													
4.													
5.													
6.													
7.													
8.													
9.													
10.													
11.													
12.													
13.													
14.													
15.													
16.													
17.													
18.													
19.													
20.													

\* Note: The multiple cabin (First, Middle and Coach Class) data for Available Seats, Revenue Passengers Transported and Revenue Passengers Enplaned are reported only for the International entity operations of Group III U.S. air carriers. In all other instances, air carriers will report total Available Seats, Revenue Passengers Transported and Revenue Passengers Enplaned.

RSPA Form 41 Schedule T-100



FORM 41 SCHEDULE T-1 TRAFFIC AND CAPACITY SUMMARY BY SERVICE CLASS			Air Carrier Name: _____ Code: _____ Entity Code: _____ Report Date: (Year) _____ (Month) _____			
This schedule is used to report only:		Scheduled	Nonscheduled Civilian		Nonscheduled Military	
1. Domestic all cargo scheduled service. 2. Domestic civilian charters. 3. International and domestic military charters.		All Cargo Service (G)	Passenger/ Cargo (L)	All Cargo (P)	Passenger/ Cargo By Aircraft Type (N)	All Cargo By Aircraft Type (R)
TRAFFIC ON REVENUE FLIGHTS					Aircraft Type Code	Aircraft Type Code
Revenue passengers enplaned	110	XXXXXX		XXXXXX		XXXXXX
Revenue passenger-miles (000)	140	XXXXXX		XXXXXX		XXXXXX
Revenue ton-miles	240					
Passenger	241	XXXXXX		XXXXXX		XXXXXX
Freight	247					
Mail	249				XXXXXX	XXXXXX
AIRCRAFT CAPACITY OPERATED						
Available ton-miles	280					
Available seat-miles	320	XXXXXX		XXXXXX		XXXXXX
Revenue aircraft-miles flown	410					
Revenue aircraft miles scheduled	430		XXXXXX	XXXXXX	XXXXXX	XXXXXX
Revenue aircraft departures performed	510					
Revenue aircraft hours (airborne)	610					
Revenue aircraft hours (ramp-to-ramp)	630					

FORM 41 SCHEDULE T-2		Air Carrier Name: _____ Code: _____			
U.S. AIR CARRIER		Entity Code: _____			
TRAFFIC AND CAPACITY BY AIRCRAFT TYPE		Report date: (Year) _____ (Month) _____			
		Aircraft Type Code:	Aircraft Type Code:	Aircraft Type Code:	Aircraft Type Code:
		_____	_____	_____	_____
SCHEDULED ALL-CARGO SERVICES:					
Revenue ton-miles	6240				
Available ton-miles	6280				
Revenue aircraft miles flown	6410				
Aircraft departures performed	6510				
NONSCHEDULED SERVICES:					
Aircraft departures performed	V510				
ALL SERVICES:					
Revenue passenger-miles (000)	Z140				
Available seat-miles (000)	Z320				
Revenue ton-miles	Z240				
Mail revenue ton-miles	Z249				
Freight revenue ton-miles	Z247				
Available ton-miles	Z288				
Revenue aircraft miles flown	Z410				
Aircraft departures performed	Z510				
Revenue aircraft hours (airborne)	Z610				
Revenue aircraft hours (ramp)	Z630				
Total aircraft hours (airborne)	Z650				
Aircraft days - equipment	Z810				
Aircraft days - routes	Z820				
Aircraft fuels issued	Z921				

FORM 41 SCHEDULE T-3							Air Carrier Name: _____ Code _____						
U.S. AIR CARRIER							Report Date: (Year) _____ (Month) _____						
AIRPORT ACTIVITY STATISTICS							(Entity Code)						
Line No.	Airport Code	Revenue	Mail	Freight	Mail	Freight	Aircraft Departures Scheduled	Acft. Departures Performed — 6510 —			Acft. Departures Performed — V510 —		
		Passengers Enplaned	Tons Enplaned	Tons Enpl.	Tons Enpl.	Tons Enpl.		— Aircraft Type Code —			— Aircraft Type Code —		
		V110	V219	V217	6219	6217	6520						
1.													
2.													
3.													
4.													
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7.													
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19.													
20.													

Included as Exhibit A to this final rule is a revised Form 41 Schedule P-1.2 Statement of Operations which includes a category combining first class and coach passenger revenues into Account 3901 Transport Revenues-Passenger in all instances except for international operations of Group III air carriers.

Issued in Washington, DC, on November 7, 1988.

M. Cynthia Douglass,  
Administrator, Research and Special  
Programs Administration, DOT.

**Editorial note:** This exhibit will not appear in the Code of Federal Regulations.

BILLING CODE 4910-62-M

Exhibit A

US Department of Transportation Research and Special Programs Administration		Air Carrier _____ Operation _____	
STATEMENT OF OPERATIONS			
	Account No.	Quarter Ended _____, 19 __	12 Months Ended _____, 19 __
<b>OPERATING REVENUES</b>			
Passenger-First Class.....	3901.1		
Passenger-Coach.....	3901.2		
Transport Revenues-Passenger.....	3901		
Mail.....	3905		
Property-freight.....	3906.1		
Property-excess passenger baggage....	3906.2		
Charter-passenger.....	3907.1		
Charter-property.....	3907.2		
Reservation cancellation fees.....	3919.1		
Miscellaneous operating revenues.....	3919.2		
Public service revenues (subsidy)....	4808		
Transport related revenues.....	4898		
Total Operating Revenues.....	4999		
<b>OPERATING EXPENSES</b>			
Flying operations.....	5100		
Maintenance.....	5400		
Passenger Service.....	5500		
Aircraft and traffic servicing.....	6400		
Promotion and sales.....	6700		
General and administrative.....	6800		
Depreciation and amortization.....	6900		
Transport related expenses.....	7100		
Total Operating Expenses.....	7199		
Operating Profit or Loss.....	7999		
<b>NONOPERATING INCOME AND EXPENSE</b>			
Interest on long-term debt and capital leases.....	8181		
Other interest expense.....	8182		
Foreign exchange gains and losses....	8185		
	8188.5		
Capital gains and losses.....	8188.6		
Other income and expenses-net.....	8189		
Nonoperating income and expense.....	8199		
Income before Income Taxes.....	8999		
<b>INCOME TAXES FOR CURRENT PERIOD</b>			
Income before discontinued operations, extraordinary items and accounting changes.....	9100		
DISCONTINUED OPERATIONS	9600		
EXTRAORDINARY ITEMS	9796		
Income taxes applicable to extraordinary items.....	9797		
ACCOUNTING CHANGES	9800		
Net Income.....	9899		

\* Denotes inverse amount; in accounts 8100, 9600, 9700,  
and 9800 denoted debit amount.  
RSPA Form 41 Schedule P-1.2

\* Group I Air Carriers Only  
o Group II and Group III Air Carriers Only

[FR Doc. 88-26322 Filed 11-15-88; 8:45 am]

BILLING CODE 4910-62-C

# Federal Register

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Wednesday  
November 16, 1988

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## Part VII

### Department of Defense

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Department of the Army

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32 CFR Part 651

Environmental Effects of Army Actions;  
Notice of Adoption of Final Rule

**DEPARTMENT OF DEFENSE****Department of the Army****32 CFR Part 651****[Army Reg. 200-2]****Environmental Effects of Army Actions****AGENCY:** Department of the Army, DOD.**ACTION:** Notice of adoption of final rule.

**SUMMARY:** The Department of Army hereby gives notice that it is adopting revised policy and procedures for implementing the National Environmental Policy Act (NEPA) and Council on Environmental Quality (CEQ) regulations. These guidelines replace policy and procedures found in current Army Regulation 200-2 (32 CFR Part 651), Environmental Effects of Army Actions. The revision is necessary to clarify and update the current regulation. The revision clarifies organizational responsibilities, revises the list of actions which are categorically excluded from environmental impact analyses, clarifies public involvement procedures, and provides new guidance on mitigation and monitoring of environmental impacts. The final rule provides new guidance on the Army policy of integrating NEPA procedures into the Remedial investigation/Feasibility Study (RI/FS) stages of hazardous substance cleanup actions required under the Comprehensive Environmental Response, Compensation and Liability Act, as amended by the Superfund Amendments and Reauthorization Act (SARA). The final rule provides Army policy relative to compliance with NEPA in airspace proposals. The revised regulation incorporates field and other experiences since the publication of the last publication of the regulation.

**EFFECTIVE DATE:** These procedures are effective December 16, 1988.

**ADDRESS:** Office of the Assistant Chief of Engineers, Army Environmental Office, Room 1E671, Pentagon, Washington, DC 20310-1000. Comments or request for changes may be submitted on a Department of Defense Form 2028, Recommended Changes to Publications and Blank Forms.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tim Julius, Army Environmental Office, (202) 272-0596 or Mr. Ray Clark, Office of the Assistant Secretary of the Army (I&L), (202) 695-7824.

**SUPPLEMENTARY INFORMATION: Classification**

The Secretary of the Army has determined that this revision is not a "major" rule within the meaning of Executive Order 12291. The effect on the economy will be less than \$100 million. The rule will not cause a major increase in costs or prices for consumers, individual industries, geographic regions, or Federal, State, or local governmental agencies. The rule will not have a significant adverse effect on competition, employment, investment productivity, innovation, or on the ability of a United States-based enterprise to compete with foreign-based enterprises in domestic or export markets.

**Paperwork Reduction**

This rule does not contain reporting or recordkeeping requirements subject to approval by the Office of Management and Budget under the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. 3507).

**Costs and Benefits**

This rule has been reviewed under E.O. 12291 and the Secretary of the Army has classified the action as non-major. The effect of the rule on the economy will be less than \$100 million. Therefore, neither a regulatory impact analysis nor a full regulatory evaluation was required.

**Small Business Impact**

This rule has been reviewed with regard to the requirements of the Regulatory Flexibility Act of 1980 and the Secretary of the Army has certified that this section does not have a significant impact on a substantial number of small entities.

**Background**

On 17 February, 1988, a notice of proposed rule 32 CFR Part 651, Environmental Effects of Army Actions, was published in the *Federal Register* (53 FR 4647-4671). A 30 day comment period for public review was provided. During that period seven (7) letters were received. Two letters were from state agencies, three were from federal agencies, and two letters were from Army field agencies. The seven letters provided 53 comments. The largest category of comments were related to administrative processing of environmental documentation through Army channels (16). The comments generally were from the Army field agencies who chose to respond to the proposed rule. A second category dealt with the inclusiveness of regulation, i.e.: the regulation should cover broader categories of actions which require

environmental impact analysis (13). A third category also received 13 comments, that the regulation required clarification. Five comments were in the category of typographical/grammatical errors. Three comments suggested changes in terminology to ensure Army is using proper criteria for determining the level of environmental documentation required for Army actions.

The following discusses the comments and Army's responses to the general and specific concerns expressed on the proposed rules. Copies of all written comments have been provided to CEQ and are available for public review at the Army Environmental Office, Room 1E671, Pentagon, Washington, DC.

**Specific Comments on the Rule**

1. *Section 651.4 Policy.* One commenter suggested the rule cite other environmental laws and where they can be found. This comment was not adopted because this rule is not the appropriate place to cite all environmental regulations. The scope of this rule is confined to implementing NEPA. The Army has a regulation (AR 200-1) concerning compliance with other environmental laws and regulations.

2. *Section 651.5 Responsibilities.* One commenter suggested sentence structure change to enhance clarity and that suggestion was adopted (§ 651.5(b)). The same commenter suggested the responsibilities of the Program Executive Officer's responsibilities be defined in this section. This is an inappropriate place to define the PEO responsibilities. All the Army organizations which appear in this section have a special responsibility in the environmental program. The PEO has responsibilities which mirror those of HQDA staff agencies and those responsibilities are defined in § 651.5(c).

3. *Section 651.6 Records and Documents.* One commenter suggested that the regulation should specifically note that using a Categorical Exclusion does not exclude compliance with other environmental laws. This suggestion was not adopted because there is no instance in this rule that intimates that the rule repeals or usurps any other environmental law or regulation. In fact, many of the Categorical Exclusions (CX) are predicated upon compliance with other environmental laws and regulations. It is inherent that a CX does not exclude compliance with other environmental laws. Likewise, even though one prepares an environmental assessment or environmental impact statement, the proponent is not exempt from other environmental laws and

regulations. A second comment on this part refuted the need for Army to require a Record of Environmental Consideration (REC) for actions that are CXs. This suggestion is not adopted because CXs are broad, by design, to cover many Army actions that have no potential for environmental impact. The RECs are for those CXs that must be rigidly defined to be properly excluded. There is very little paperwork associated with a CX, yet the REC provides the proponent a vehicle to document his/her consideration of the potential environmental impacts. The Army finds these RECs useful.

4. *Section 651.7 Definitions.* One commenter requested clarification of the sentence "major federal action is not a determinate in a decision to prepare or not prepare environmental documentation". While it is true that a "major federal action significantly affecting the quality of the human environment" clearly requires an EIS, a major federal action with merely "potential" may not have significant effects on the environment, and therefore may require only an EA. It is conceivable that even a "major federal action" could be excluded because of its category. Another commenter suggested that the definition of "significantly affecting the environment" should also include that positive impacts, as well as negative environmental impacts, require environmental impact analysis. This is true and has been incorporated in the final rule.

5. *Section 651.8 Responsibilities.* Several commenters recommended additional Army agencies be added to this section. One state military agency pointed out that the National Guard Bureau (NGB) responsibilities are not incorporated, nor is the relationship between the NGB and the state Adjutant Generals (AG) clearly defined. The NGB responsibilities are the same as any other Headquarters, Department of Army (HQDA) staff agency and are therefore defined in § 651.5(c) 1-9. No change to the rule is required. The relationship of the NGB and the State AGs has been clarified in several sections of the rule.

6. *Section 651.9 (a). Applicability.* One respondent expressed concern that installation restoration projects pursuant to the Comprehensive Environmental Response, Compensation and Liability Act, as amended by the Superfund Amendments and Reauthorization Act (SARA) would not be adequately assessed under the Army's proposed rule. As a matter of policy, the Army will comply with the 40 CFR Parts 1500-1508 and the final rule

has incorporated this revision. Another commenter suggested that applicability of the regulation should extend to Section 802 housing projects, as well as Section 801 housing. This suggestion has been adopted and incorporated in the final rule.

7. *Section 651.10 Categories of Actions.* One commenter suggested that paragraph (b) of this section, which deals with emergencies, did not provide relief for those emergency actions where the impacts may not be significant, but require preparation of an EA and publication of a FNSI. The intent of the proposed rule was to note that even projects with significant impacts may be undertaken without the benefit of an EIS. It was intended to be inclusive. However, the final rule clarifies this point.

8. *Section 651.11 Classified Actions.* One federal agency offered to participate in review of classified actions at the Army's request and noted the agency had reviewers with appropriate security clearances for such review. The Army appreciates the offer and will consider it for use in the future.

9. *Section 651.12 Integration with Army Planning.* One commenter noted that while the Army requires publication of a Finding of No Significant Impact (FNSI), it fails to mention the circulation of the EA which is the basis of the FNSI. It has always been Army policy and practice that the EA is available for public review. However, the sentence in § 651.12(b)(2) has been changed to amplify this policy. A federal agency noted that the proposed rule stated that EPA accepts Notices of Availability until noon on Friday, when the EPA actually accepts NOAs until the close of business each Friday. This information will be incorporated into the final rule. One respondent asked for criteria to understand what triggers a 30 day waiting period described in § 651.12(b)(2)(ii). It is Army policy that there is a 30 day waiting period after a FNSI is published before a decision is made. It should be noted that although CEQ does not require a 30 day waiting period, it is Army policy. There may be peculiar circumstances where the 30 day comment period is not followed, but those are rare. To clarify, this final rule states the Army policy to wait 30 days for comments. Another comment suggested that Historic Preservation Plans were mentioned twice in the same section for the same purposes and that one reference should be deleted. This suggestion was adopted.

10. *Section 651.13 Mitigation and Monitoring.* One respondent requested the rule incorporate guidance on the

types of mitigation measures that should be included as line items in the budget. This suggestion was adopted and the wording has been revised. The final rule clarifies the responsibility of the proponent with respect to funding mitigations.

11. *Section 651.16 Categorical Exclusions (Procedures).* Respondent suggests the final rule explain why some CXs require RECs and others do not. The final rule states the rationale for this requirement in § 651.16(a). Another commenter suggested that § 651.16(b)(5) does not include other safety regulations with which Army agencies will comply besides AR 385-10. This suggestion is adopted and the final rule adds the phrase " \* \* \* and all other applicable Army safety and preventive medicine regulations", in order to be more inclusive.

12. *Section 651.22 Components of the EA.* One commenter stated that the Army should not require both the EA and the FNSI to be signed. If the EA and the FNSI are integrated and never separated, only the FNSI would need to be signed. However, there are cases where the two are separated and requires that reviewers are aware that both have been reviewed and approved by the decisionmaker. It is Army policy that both will be signed.

13. *Section 651.23 Decision Process.* One commenter suggested that the preface to this section should include provisions for the proponent to go directly to a decision to prepare an EIS without first preparing an EA. Although Army believes this has not been a point of confusion within the agency, explicit wording has been incorporated in the final rule to reflect that a proponent may determine to prepare an EIS at any point in the decision process.

14. *Section 651.27 Criteria.* Two commenters pointed out that the criteria to prepare an EIS should not be based solely on "degradation" of the environment, but may also include "beneficial" impacts. It is true that a more appropriate term is "significantly affect" and the final rule has adopted this comment. Another commenter pointed out that paragraph (b) in this subsection needed a rewrite to create a complete second sentence. This was adopted. One respondent suggested the Army will prepare an EIS when an action "affects the environment, or parts of it, in ways or by means found by other federal agencies to be significant and to require an EIS." This suggestion was not adopted. The Army is responsible for its actions and must decide when an EIS is appropriate.

15. *Section 651.28 Actions Normally Requiring an EIS.* One respondent urged a rewrite of the provision dealing with Life Cycle Environmental Documentation (LCED) of weapon systems to incorporate the broader concept of "research and development systems". It is not clear that all research and development systems require an EIS. However, the point the respondent makes is well taken, i.e.; that not just weapon systems will be subject to EISs. Therefore, the final rule incorporates the phrase "materiel, such as weapon systems", to broaden the concept. It remains the responsibility of the proponent to determine the level of environmental documentation required to comply with NEPA and CEQ regulations.

16. *Section 651.30 Steps on Preparing and Processing an EIS.* Six comments were received regarding this section. One commenter suggested Army provide more information on internal processing of EISs through Army channels. This comment was adopted and guidelines were expanded in § 651.30(a). However, it is anticipated that a Department of Army pamphlet will be initiated in 1989 which will contain more how-to instructions than a policy rule can accommodate. A state military agency requested that the final rule indicate how lead agency is determined for an action initiated by the State Adjutant General. This regulation is meant for Department of Army Actions. The National Guard Bureau is always the proponent, and lead agency, when the action is accomplished with federal dollars. The state may be either a joint lead or cooperating agency. Language has been incorporated to clarify this point. Another commenter suggested the rule should not discuss the Final Environmental Impact Statement (FEIS) in the section on public review of the Draft EIS (DEIS). Army agrees with this comment and will move this paragraph to § 651.30(g). Another commenter suggested Army point out that Final EISs should be mailed to the commenters on the Draft EIS before filing the NOA with EPA. This was a shortcoming in the proposed rule and new language is incorporated in the final rule. The last comment is this section suggested that a paragraph should be added to provide guidance on preparation and coordination procedures for Supplemental EISs. This has been added in this section.

17. *Section 651.31 Existing EISs.* Commenter recommends that the final rule add a paragraph that will facilitate adoption of other agencies NEPA

documents when appropriate. This language is included in the final rule.

18. *Appendix A—Categorical Exclusions.* Two comments were received on the Appendix. One respondent suggested the Army change the "Screening Questions" to "Screening Criteria". Since the 10 statements in the screen do represent criteria for using a CX, this suggestion was adopted. CEQ requested the Army delete CX A-28 because of its broadness and the potential for abuse. The proposed rule had incorporated stricter measures and provided a greater internal control on the use of A-28. The Army believes the elimination of A-28 will require additional specific CXs and therefore the list will be expanding periodically in the first one-two years after the final rule. However, the Army has removed CX A-28.

19. As a result of comments regarding the presentation of the material, Subpart A—Introduction was reorganized and Subpart B—Records and Documents was transposed with Subpart C—NEPA and the Decision Process to ensure logical presentation of the material. In addition, the CFR section numbers have been revised for format consistency.

#### List of Subjects in 32 CFR Part 651

Environmental protection,  
Environmental impact statements,  
Natural resources, Ecology.

Lewis D. Walker,

Deputy for Environment, Safety and  
Occupational Health OASA (I&L).

For the reasons set forth in the preamble, 32 CFR Part 651 is revised as follows:

### PART 651—ENVIRONMENTAL EFFECTS OF ARMY ACTIONS (AR200-2)

#### Subpart A—Introduction

- 651.1 Purpose.
- 651.2 References.
- 651.3 Explanation of abbreviations and terms.
- 651.4 Responsibilities.
- 651.5 Policies.
- 651.6 Procedures.

#### Subpart B—National Environmental Policy Act (NEPA) and the Decision Process

- 651.7 Introduction.
- 651.8 Actions requiring evaluation.
- 651.9 Environmental review categories.
- 651.10 Determining appropriate environmental documentation.
- 651.11 Classified actions.
- 651.12 Integration with Army planning.
- 651.13 Mitigation and monitoring.

#### Subpart C—Required Records and Documents

- 651.14 Introduction.
- 651.15 Optional documents.

#### Subpart D—Categorical Exclusions (CX)

- 651.16 Introduction.
- 651.17 Determining when to use a CX.
- 651.18 CX actions.
- 651.19 Modification of the CX list.

#### Subpart E—Environmental Assessment (EA)

- 651.20 Introduction.
- 651.21 Conditions requiring an EA.
- 651.22 Actions normally requiring an EA.
- 651.23 EA Components.
- 651.24 Decision process.
- 651.25 Public involvement.
- 651.26 Public availability.
- 651.27 Existing environmental assessments (EAs).

#### Subpart F—Environmental Impact Statement (EIS)

- 651.28 Introduction.
- 651.29 Conditions requiring an EIS.
- 651.30 Actions normally requiring an EIS.
- 651.31 Format of the EIS.
- 651.32 Steps in preparing and processing an EIS.
- 651.33 Existing EISs.
- 651.34 Major Army command (MACOM) processing of an EIS.

#### Subpart G—Public Involvement and the Scoping Process

- 651.35 Public involvement.
- 651.36 Scoping process.
- 651.37 Preliminary phase.
- 651.38 Public interaction phase.
- 651.39 The final phase.
- 651.40 Aids to information gathering.
- 651.41 Modifications of the scoping process.

#### Subpart H—Environmental Effects of Major Army Actions Abroad

- 651.42 Introduction.
- 651.43 Global commons.
- 651.44 Army policy on global commons and foreign nations.
- 651.45 Responsibilities.
- 651.46 Implementation guidance.

#### Appendix A—List of Categorical Exclusions (CX)

#### Appendix B—References

#### Appendix C—National Environmental Policy Act

#### Appendix D—Contents of the Environmental Impact Statement (EIS)

#### Appendix E—Council for Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA)

#### Appendix F—Implementing a Monitoring and Methodology Program

#### Appendix G—Requirements for Environmental Considerations—Global Commons

#### Appendix H—Requirements for Environmental Considerations—Foreign Nations and Protected Global Resources

#### Appendix I—Glossary

Authority: National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 *et seq.*

Council on Environmental Quality Regulations, 40 CFR Parts 1500-1508, 43 FR 55978-56007, November 29, 1978, as amended at 51 FR 15625, April 25, 1986, and E.O. 12114.

## Subpart A—Introduction

### § 651.1 Purpose.

This regulation sets forth policy, responsibilities, and procedures for integrating environmental considerations into Army planning and decisionmaking. It establishes a criteria for determining what Army actions are categorically excluded from requirements to prepare an Environmental Impact Statement (EIS) and lists applicable categorical exclusions (CX) in Appendix A.

### § 651.2 References.

Required and related publications and referenced forms are listed in Appendix B.

### § 651.3 Explanation of abbreviations and terms.

Abbreviations and special terms used in this regulation are explained in the Glossary.

### § 651.4 Responsibilities.

(a) The Secretary of the Army (SA) has designated the Assistant Secretary of the Army (Installations and Logistics) (ASA (I&L)) to serve as the Army's responsible official for National Environmental Policy Act (NEPA) matters.

(b) The Chief of Engineers (COE) has the responsibility for coordinating and monitoring NEPA activities within the Army. Through the Assistant Chief of Engineers (DAEN-ZC), the Army Environmental Office is the Army Staff (ARSTAF) point of contact (POC) for environmental matters.

(c) The Assistant Chief of Engineers (ACE) will—

(1) Provide assistance to Army agencies in completing environmental analysis and documentation through identifying and quantifying environmental impacts and selecting impact mitigation techniques.

(2) In cases of multiple Army agency involvement, designate a single agency or lead office with responsibility for preparing and processing environmental documentation; assign Army lead agency responsibility in cases of non-Army agency involvement.

(3) Review and comment on Environmental Impact Statements (EISs) submitted by Army, other Department of Defense (DOD) components, and other Federal agencies.

(4) Monitor proposed Army policy and program documents that have environmental implications to determine

compliance with NEPA requirements and to ensure integration of environmental considerations into the decisionmaking process.

(5) Maintain liaison with the Office of Management and Budget, Council on Environmental Quality (CEQ), Environmental Protection Agency (EPA), and other Federal, State, and local agencies on environmental policies that may affect the Army. This liaison assists in identifying and evaluating applicable regulatory policies for proposed actions.

(6) Maintain a current record from which access to EISs may be obtained from the proponent. Also, maintain a record of actions of national concern that resulted in a Finding of No Significant Impact (FNSI).

(7) Establish procedures for retention of EISs prepared by the Department of the Army (DA).

(8) Require the revision or preparation of environmental documents, as appropriate, to ensure adequate consideration of environmental impacts when a proponent has failed to do so.

(9) Comment on EISs within those areas of assigned staff responsibility and technical capability.

(10) Resolve issues in determining if a public hearing or public scoping meeting is appropriate for the proposed action and assign the responsibility to an appropriate office.

(d) Heads of Headquarters, Department of Army (HQDA) agencies will—

(1) Apply policies and procedures herein to programs and actions within their staff responsibility except for State funded operations of the Army National Guard (ARNG).

(2) Task the appropriate component with preparation of environmental assessments (EAs) and/or EISs. Proponents (defined in the Glossary) may conduct their preparation in-house, through contract, or pursue indirect preparation with the assistance of supporting U.S. Army Corps of Engineers (USACE) Districts.

(3) Initiate the preparation of necessary environmental documentation, assess proposed programs and projects to determine their environmental consequences, and initiate environmental documents for circulation and review along with other planning or decisionmaking documents. These documents include a completed DD Form 1391 (Military Construction Project Data), Case Study and Justification Folder, Integrated Program Summary, and other documents proposing or supporting proposed programs or projects.

(4) Coordinate appropriate environmental documents with ARSTAF agencies.

(5) Designate, record, and report the identity of the agency's single POC for NEPA considerations to the Army Environmental Office.

(6) Assist in the review of environmental documents prepared by DOD and other Army or Federal agencies, as requested.

(7) Coordinate proposed directives, instructions, regulations, and major policy publications that have environmental implications with the Army Environmental Office.

(8) Maintain the capability (personnel and other resources) to comply with the requirements of this regulation.

(9) Prepare and maintain a record of decision (ROD) on each EIS for which they are the staff proponent.

(e) The Assistant Secretary of the Army (Financial Management) will establish procedures to ensure compliance with requirements for environmental exhibits and displays of data in support of annual authorization requests.

(f) The Judge Advocate General will provide legal advice and assistance in interpreting NEPA and CEQ regulations. The Judge Advocate General will interface with the Army General Counsel, Corps of Engineers General Counsel, and the Department of Justice on NEPA related litigation.

(g) The Surgeon General is responsible for environmental review related to the health and welfare aspects of proposed EISs submitted to HQDA.

(h) The Chief of Public Affairs is the POC for media inquiries of national significance. The Chief will—

(1) Provide guidance on issuing public announcements such as FNSI, Notices of Intent (NOI), scoping procedures, Notices of Availability (NOA), and other public involvement activities.

(2) Review and coordinate planned announcements on actions of local or national interest with appropriate ARSTAF elements and the Assistant Secretary of Defense for Public Affairs (OASD (PA)).

(3) Provide public affairs guidance in conducting environmental programs.

(4) Be POC for media inquiries that are of national significance.

(5) Issue press releases that coincide with the publication of FNSIs, NOIs, and NOAs.

(i) The Chief of Legislative Liaison will notify members of Congress of impending EISs and EAs of national concern.

(j) Major Army command (MACOM) commanders, Chief, National Guard Bureau, and heads of agencies will—

(1) Monitor proposed actions and programs within their commands.

(2) Task the appropriate component with preparation of EAs and EISs and development of public involvement activities. Proponents may delegate authority to conduct their preparation in-house, through contract, or pursue indirect preparation with the assistance of supporting U.S. Army Corps Engineers Districts.

(3) Assure that appropriate environmental documentation is prepared and forwarded to the appropriate proponent.

(4) Apply policies and procedures set forth in this regulation to programs and actions within their command and staff responsibility.

(5) Initiate the preparation of necessary environmental documentation and assess the environmental consequences of proposed programs and projects.

(6) Circulate and review environmental documents at the same time with other planning or decisionmaking documents. These related documents include a completed DD Form 1391, Case Study and Justification Folder, Integrated Program Summary, and other documents proposing or supporting proposed programs or projects.

(7) Coordinate appropriate environmental documents and public affairs initiatives with HQDA agencies and the Army Environmental Office.

(8) Designate, record, and report the identity of the agency's single POC for NEPA considerations to the Army Environmental Office.

(9) Assist in the review of environmental documents prepared by DOD and other Army or Federal agencies, as requested.

(10) Coordinate proposed directives, instructions, regulations, and major policy publications that have environmental implications with the Army Environmental Office.

(11) Maintain the capability (personnel and other resources) to comply with the requirements of this regulation (See 40 CFR 1507.2.)

(12) Prepare and maintain a ROD on EISs for which they are the staff proponent.

(13) Develop public affairs initiatives, when appropriate, for actions requiring EAs and EISs.

(k) Installation, activity, and unit commanders will accomplish responsibilities listed in paragraphs (j) (1) through (3), (5), (7), and (9) of this section.

#### § 651.5 Policies.

(a) The DA will endeavor to ensure the wise use of natural resources on Army land. The DA will match military mission activities with the ecological compatibility of the land and natural resources in order to maintain resources for realistic training, while minimizing the adverse impact on the human and natural environment. Decisionmakers will be cognizant of, and responsible for, the impact of their decisions on cultural resources; soils, forests, rangelands, water and air quality, and fish and wildlife; as well as other natural resources under their stewardship. The DA will identify significant environmental effects of proposed programs and projects in adequate detail. These effects will be considered in the decision process along with technical, economic, and other necessary factors. DA will carry out the mission of national security in a manner consistent with NEPA and other applicable environmental standards, laws, and policies. DA will employ all practicable means consistent with other essential considerations of national policy to minimize or avoid adverse environmental consequences and attain the goals and objectives stated in sections 101 and 102 of NEPA. (See Appendix C.)

(b) Environmental considerations will be integrated into the decisionmaking process to ensure that—

(1) Major decision points are designated for principal programs and proposals likely to have a significant effect on the quality of the human environment, while providing for the NEPA process to coincide with these decision points.

(2) Relevant environmental documents, comments, and responses accompany the proposal through the existing Army review and the decisionmaking process. The Army will integrate NEPA requirements with other planning and environmental review procedures required by law or Army practice so that review of environmental considerations is concurrent rather than consecutive.

(3) The alternatives considered are within the range of alternatives discussed in relevant environmental documents.

(c) Worldwide and long-range character of environmental problems will be recognized, and where consistent with national security requirements and United States (U.S.) foreign policy, appropriate support will be given to initiatives, resolutions, and programs designed to maximize international cooperation in protecting the quality of the world human environment. In

accordance with Executive Order 12114, DOD Directive 6050.7, and Subpart H of this regulation, an environmental planning and evaluation process will be incorporated into Army actions that may significantly affect global commons, environments of other nations, or any protected natural or ecological resources of global importance. (See Subpart H.)

(d) Laws, other than NEPA, that require the Army to gain approval of other Federal, State, or local Government agencies before taking actions that may have environmental consequences will be obeyed. However, compliance does not relieve the responsible official from preparing environmental impact analyses and processing necessary environmental documents. NEPA compliance is required unless existing law, applicable to a specific action or activity, prohibits, exempts, or makes compliance impossible.

(e) When appropriate, environmental documentation to consider operations security principles and procedures described in AR 530-1 will be reviewed and documented on the cover sheet or signature page.

#### § 651.6 Procedures.

(a) The Assistant Chief of Engineers retains a copy of each draft and final EIS (Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS)) prepared by the Army. The EIS will be retained until the proposed action and any mitigation program is complete or the information therein is no longer valid. The EIS is then deposited in the National Archives and Records Administration.

(b) DA agencies are encouraged to draw upon the special expertise that is available within the medical department, including the U.S. Army Environmental Hygiene Agency (AEHA), to identify and evaluate environmental health impacts.

(c) Military Construction Army/Military Construction ARNG (MCA/MCAR) funds may not be used for preparation of environmental documents. Operations and Maintenance/Operation and Maintenance, ARNG (OMA/OMAR) or other operating funds are the proper sources of funds for environmental document preparation.

(d) The proponent for federally funded ARNG actions is the National Guard Bureau (NGB) division in whose area of responsibility the action rests. For instance, National Guard Bureau-Installations Division (NGB-ARI) would

be the proponent for proposed training activities. The NGB division proponent performs the actions described in this section with the States or territories affected by the proposed action.

(e) In specific cases, such as the construction of a water treatment facility or a flood control plan, the engineer could be the proponent. The engineer and/or his environmental management staff should advise proponents as to the format and technical data that must be considered in the environmental document. The engineer's environmental management staff is, however, responsible for reviewing each environmental document for compliance with NEPA and appropriate Army and/or ARNG regulations. No matter who prepares the environmental document, the proponent remains responsible for its content and conclusions.

(f) The decisionmaking process often subjects proposal decisions to review and/or approval by higher level authorities including HQDA proponent (defined in the Glossary); therefore, the review and approval of the environmental document follows the same channel of review and approval as that of the proposed action. This does not apply to federally funded ARNG actions since the NGB division, which is the proponent for such actions, is also the HQDA proponent.

#### Subpart B—National Environmental Policy Act (NEPA) and the Decision Process

##### § 651.7 Introduction.

(a) NEPA establishes policies and goals for the protection of the environment. Section 102(2) of NEPA contains certain procedural requirements directed toward the attainment of such goals. (See Appendix C for a copy of NEPA.) The CEQ issued regulations to implement the procedural provisions of NEPA and they are provided in Appendix E. Implementing procedures to CEQ regulations are contained in DOD Directive 6050.1 (applicable in the continental United States (CONUS)) and DOD Directive 6050.7 (applicable outside the continental United States (OCONUS)).

(b) The NEPA process includes the systematic examination of possible and probable environmental consequences of implementing a proposed action. To be effective, integration of the NEPA process with other Army project planning will occur at the earliest possible time to ensure—

(1) Planning and decisionmaking reflect environmental values.

(2) Policies and goals of § 651.4 are implemented.

(3) Delays and potential conflicts later in the process are minimized.

(c) To achieve these actions, all Army decisionmaking that may have an impact on the human environment will use a systematic, interdisciplinary approach that ensures the integrated use of the natural and social sciences, planning, and the environmental design arts. (Pub. L. 91-190; sec. 102(2)(A)). This approach allows timely identification of environmental effects and values in sufficient detail for evaluation concurrently with economic, technical, and mission-related analyses at the earliest possible step in the decision process. When EAs or EISs are undertaken, the economic and social impacts will be included in the analysis of total environmental impacts. However, these secondary impacts, unaccompanied by physical environmental impacts, should not determine whether or not to prepare an environmental document.

(d) NEPA also requires the proponent of an action or project to identify and describe all reasonable alternatives to the proposed action or project. To assist in identifying reasonable alternatives, the proponent must consult appropriate Federal, State, and local agencies, and the general public.

(e) These procedures will assist the decisionmaker in selecting a preferred course of action. They provide the relevant background information and subsequent analyses of the proposal's positive and negative environmental effects. The decisionmaker's written environmental evaluation is either a CX with a record of consideration (REC), an EA with a FNSI, or an EIS with a ROD. (See Subpart C.)

##### § 651.8 Action requiring evaluation.

(a) The types of projects or actions to evaluate for environmental impact include—

(1) Policies, regulations, and procedures (for example, Army regulations and circulars).

(2) New management and operational concepts and programs in areas such as logistics, research, development, test and evaluation, procurement, and personnel assignment.

(3) Projects (for example, facilities construction, research and development for weapons, vehicles, and other equipment).

(4) Activities (for example, individual and unit training, flight operations, overall operation of installation, or facility test and evaluation programs).

(5) Requests for a Nuclear Regulatory Commission license (new, renewal, or

amendment) or an Army radiation authorization.

(6) Materiel development, acquisition, and/or transition.

(7) Research and development in areas such as genetic engineering, laser testing, and electromagnetic pulse generation.

(8) Installation restoration projects undertaken pursuant to section 104 of the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act (SARA). The National Oil and Hazardous Substances Contingency Plan (40 CFR Part 300), implements the requirements of CERCLA/SARA, and describes a formal process, the feasibility study (FS).

(i) The FS provides substantive and procedural standards to ensure full consideration of environmental issues and alternatives, and an opportunity for the public to participate in evaluating environmental factors and alternatives before a final decision is made.

(ii) In most cases, when a FS is prepared in accordance with 40 CFR Part 300, a second NEPA document is not required. As a matter of policy, the organization preparing the FS will ensure the document also complies with 40 CFR Parts 1500-1508. The cover of the FS document and the subsequent ROD will contain the legend "This document is intended to comply with the National Environmental Policy Act of 1969." All public notices announcing the availability of the FS will also note this intent. Installation Restoration Program actions in which an FS is not prepared in accordance with 40 CFR 300 will require appropriate environmental documentation.

(9) Requests for special use airspace in accordance with AR 95-50 that require Federal Aviation Administration approval (new, renewal, or amendment).

(b) In addition to the above, certain activities supported by the Army through the following actions require proper environmental documentation:

(1) Federal contracts, grants, subsidies, loans, or other forms of funding such as Government owned contractor operated industrial plants and section 801/802 Housing, Military Appropriations Act of 1984, construction, (via third-party contracting).

(2) Leases, easements, permits, licenses, certificates, or other entitlement for use (for example, grazing lease and grants of easement for highway right-of-way).

(3) Request for approval to use or store materials, radiation sources,

hazardous and toxic material, or wastes on Army land. If the requester is non-Army, the responsibility to prepare the proper environmental documentation is that of the non-Army requester. If required, the requester will provide information needed for the Army review. The Army reviews and approves all environmental documentation before approving the request.

**§ 651.9 Environmental review categories.**

The following are the five broad categories into which a proposed action may fall for environmental review:

(a) *Exemption by law.* The law must apply to DOD and/or Army and must prohibit, exempt, or make impossible full compliance with NEPA (40 CFR 1500.6). (See § 651.11 for security exemptions).

(b) *Emergencies.* (1) In the event of an emergency, the Army may need to take immediate actions that have environmental impacts, that may include immediate actions to promote

national defense or security and actions necessary for the protection of life or property. In such cases the HQDA proponent will notify the Army Environmental Office, which in turn will notify the Office of the Assistant Secretary of the Army, Installations and Logistics (OASA (I&L)) who will coordinate with the Assistant Secretary of Defense for Production and Logistics (ASD (P&L)) regarding the emergency action. Time is of the essence so that OASA (I&L) may consult with the CEQ if necessary. A public affairs plan should be developed as soon as possible so that channels of communication remain open between the media, public, and the installation. In no event will Army delay an emergency action necessary for national defense, security, or preservation of human life or property to comply with this regulation or the CEQ regulations. State call-ups of ARNG during a natural disaster are excluded from this consultation requirement.

(2) These notifications apply only to actions necessary to control immediate effects of the emergency; other actions remain subject to NEPA review. (40 CFR 1506.11)

(3) After action reports may be required at the discretion of the OASA (I&L).

(c) *Categorical exclusions (CX).* These actions (Subpart D and Appendix A) normally do not require an EA or an EIS. The Army has determined that they do not individually or cumulatively have a significant effect on the human environment. Qualification for a CX is described in Subpart D of this regulation.

(d) *Environmental assessment (EA).* (See section for actions normally requiring an EA.)

(1) If the proposed action is adequately covered within an existing EA or EIS, prepare a REC to that effect. (See Figure 1).

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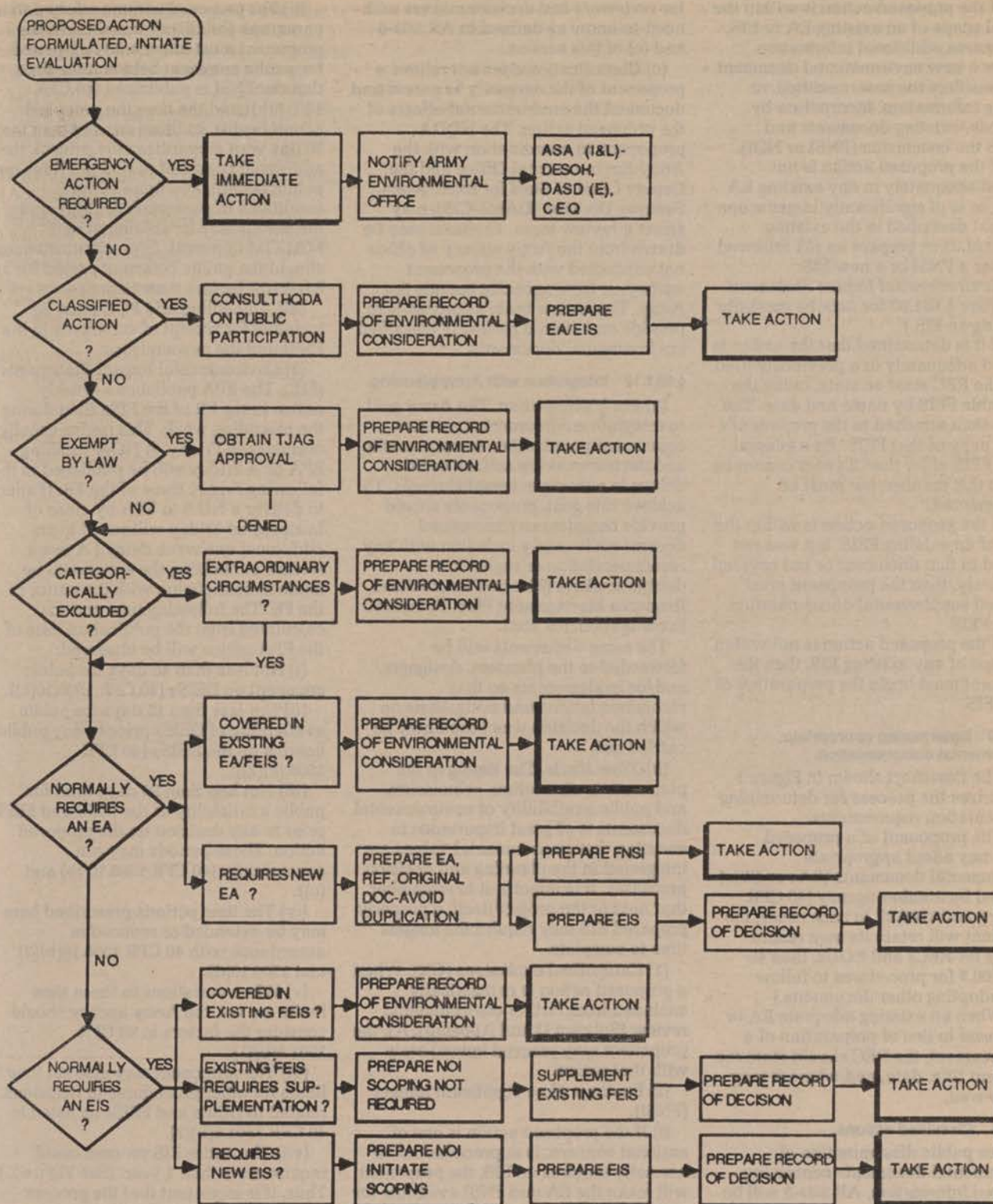


Figure 1. Flow chart summarizing process for determination of document requirements

(2) If the proposed action is within the general scope of an existing EA or EIS, but requires additional information, prepare a new environmental document that considers the new, modified, or missing information. Incorporate by reference, existing documents and publish the conclusion (FNSI or NOI).

(3) If the proposed action is not covered adequately in any existing EA or EIS, or is of significantly larger scope than that described in the existing document, then prepare an EA followed by either a FNSI or a new EIS.

(e) *Environmental Impact Statement (EIS)*. (See § 651.30 for actions normally requiring an EIS.)

(1) If it is determined that the action is covered adequately in a previously filed FEIS, the REC must so state, citing the applicable FEIS by name and date. The REC is then attached to the proponent's record copy of that FEIS. As a general rule, a FEIS older than 3 years cannot be used in this manner, but must be supplemented.

(2) If the proposed action is within the scope of an existing FEIS, but was not covered in that document or not covered adequately, then the proponent must prepare supplemental documentation to that FEIS.

(3) If the proposed action is not within the scope of any existing EIS, then the proponent must begin the preparation of a new EIS.

#### § 651.10 Determining appropriate environmental documentation.

(a) The flowchart shown in Figure 1 summarizes the process for determining documentation requirements.

(b) The proponent of a proposed action may adopt appropriate environmental documents (EAs or EISs) prepared by another agency (40 CFR 1500.4(n) and 1506.3). In such cases, the proponent will retain its own record keeping for RECs and RODs. (See 40 CFR 1506.3 for procedures to follow when adopting other documents.)

(c) When an existing adequate EA or EIS is used in lieu of preparation of a new document, the REC should state the document title, date, and where it may be reviewed.

#### § 651.11 Classified actions.

(a) For public dissemination of environmental documents containing classified information, AR 380-5 will be followed.

(b) Classified facts will be separated from unclassified facts and conclusions related to the proposed action. Unclassified portions of the action may then be processed routinely in accordance with this regulation. Classified portions will be kept separate

for reviewers and decisionmakers with need-to-know as defined in AR 380-5 and (c) of this section.

(c) Classification does not relieve a proponent of the necessity to assess and document the environmental effects of the proposed action. The HQDA proponent, in coordination with the Army Environmental Office and the Deputy Chief of Staff for Intelligence, Security Division (DAMI-CIS), may select a review team. The team may be drawn from the Army agency or office not connected with the proponent agency, or from agencies outside the Army. The review team's purpose is to provide an external review of classified environmental documents.

#### § 651.12 Integration with Army planning.

(a) *Early integration*. The Army goal to integrate environmental reviews concurrently with other Army planning and decisionmaking actions avoids delays in mission accomplishments. To achieve this goal, proponents should provide complete environmental documents for early inclusion with any recommendation or report to decisionmakers (Master Plan, Natural Resource Management Plan, Remedial Investigation, FS, etc.).

The same documents will be forwarded to the planners, designers, and/or implementers so that recommendations and mitigations on which the decision was based may be carried out.

(b) *Time limits*. The timing of the preparation, circulation, submission, and public availability of environmental documents is of great importance in ensuring that environmental values are integrated in the planning and decision processes. It is important to remember that next to the project itself, a properly prepared EIS may require the longest time to complete.

(1) *Categorical exclusions (CX)*. When a proposed action is categorically excluded from further environmental review (Subpart D and Appendix A), the proponent may proceed immediately with that action.

(2) *Findings of no significant impact (FNSI)*.

(i) If the proposed action is one of national concern, is unprecedented, or normally requires an EIS, the proponent will make the EA and FNSI available for public review 30 or more days prior to making a final decision. A news release is required to publicize the availability of the FNSI. If the action is of national significance, a simultaneous announcement that includes publication in the *Federal Register* (FR) must be made by HQDA.

(ii) For proposed actions referred to in paragraph (b)(2)(i) of this section, the proponent must allow a 30-day period for public comment between the time that the FNSI is publicized (40 CFR 1506.6(b)) and the time the proposed action begins. In those cases where the 30 day wait jeopardizes the project, the additional comment period provides no public benefit, and none of the conditions of paragraph (b)(2)(i) apply, the period may be shortened with MACOM approval. In no circumstances should the public comment period for an EA/FNSI be less than 15 days.

(iii) A deadline and POC must be included for receipt of comments in the FNSI and the news release.

(3) *Environmental Impact Statements (EIS)*. The EPA publishes a weekly notice in the FR of the EISs filed during the preceding week. This notice usually occurs each Friday. A NOA reaching EPA on a Friday will be published in the following Friday issue of the FR. (Failure to deliver a NOA to EPA by close of business on Friday will result in an additional one week delay.) A news release publicizing the action will be made in conjunction with the notice in the FR. The following time periods calculated from the publication date of the EPA notice will be observed:

(i) Not less than 45 days for public comment on DEISs (40 CFR 1506.10(c)).

(ii) Not less than 15 days for public availability of DEISs prior to any public hearing on the DEISs (40 CFR 1506.10(c)(2)).

(iii) Not less than 90 days total for public availability of the DEIS and FEIS prior to any decision on the proposed action. These periods may run concurrently (40 CFR 1506.10 (b) and (c)).

(iv) The time periods prescribed here may be extended or reduced in accordance with 40 CFR 1506.10(b)(2) and 1506.10(d).

(v) When variations to these time limits are set, the Army agency should consider the factors in 40 CFR 1501.8(b)(1).

(vi) The proponent may also set time limits for other procedures or decisions related to DEISs and FEISs as listed in 40 CFR 1501.8(b)(2).

(vii) The entire EIS process could require more than 1 year. (See Figure 2.) Thus, it is important that the process begin as soon as the project is conceptualized and that the proponent coordinate with all staff elements who may have a role to play in the NEPA process. Most of this time is taken by the preparation of the DEIS and the revision and response to comments to prepare the FEIS.

(viii) A public affairs plan should be developed that provides for periodic interaction with the community. There is a minimum public review time of 90 days between the publication of the DEIS and the announcement of the ROD. Army EISs are not normally processed in so short a time due to the internal staffing required for this type of action. After the availability of the ROD is announced, the action may proceed. Figure 2 indicates typical and required time periods for EISs.

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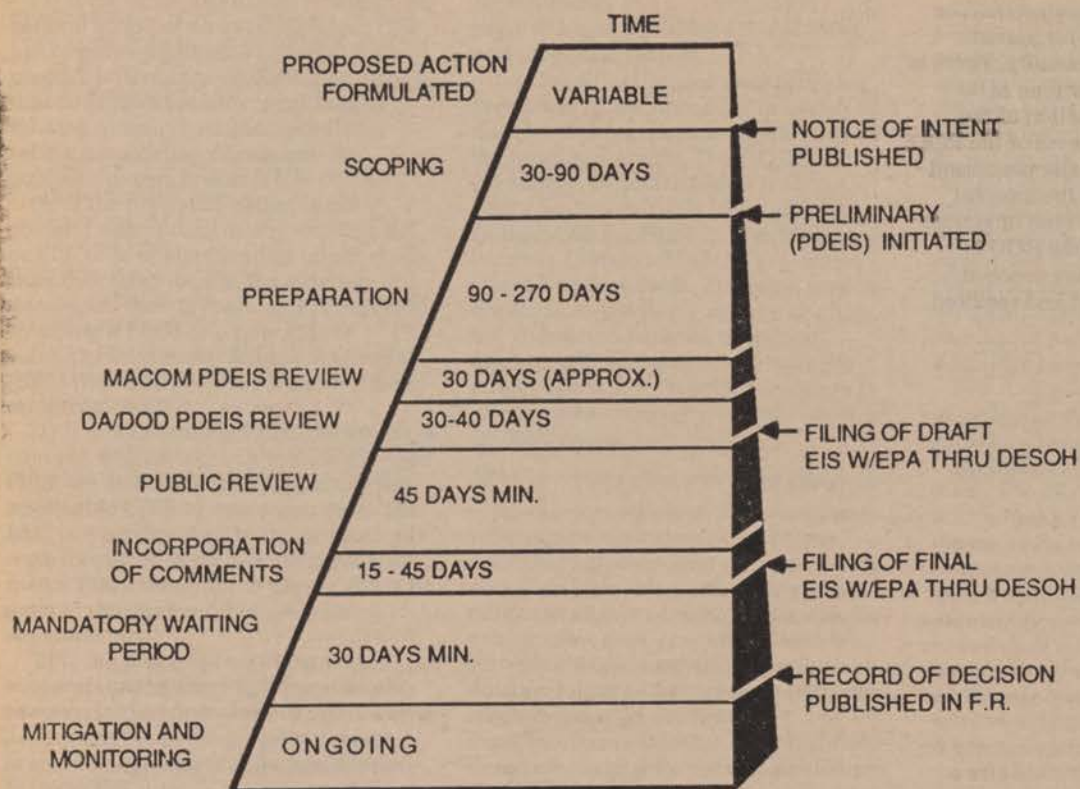


Figure 2. Time involved for preparing and processing an Environmental Impact Statement (EIS)

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(c) *Programmatic environmental review (tiering)*. (1) Army agencies are encouraged to write programmatic environmental analyses when such programs are being considered for general application (40 CFR 1502.4(c), 1502.20 and 1508.23). This will eliminate repetitive discussions of the same issues and focus on the key issues at each appropriate level of project review. When a broad EIS or EA has been prepared and a subsequent EIS or EA is then prepared on an action included within the entire program or policy (particularly a site-specific action), it need only summarize issues discussed in the broader statement and concentrate on the issues specific to the subsequent action. This subsequent document will state where the earlier document is available.

(2) An example would be the assessment of a proposed major weapon system program. Development of an overall programmatic EIS or EA for the life cycle of the system is recommended. Tiered EAs and EISs, as appropriate, would evaluate specific subphases such as testing, production, development, use, and ultimate disposal.

(d) *Scoping*. (1) When the planning for an Army project or action indicates a need for an EIS preparation, the proponent initiates the scoping process. (See Subpart G for procedures and actions to be taken during the scoping process.) This process determines the scope of issues to address in the EIS and identifies the significant issues related to the proposed action. During the scoping process the participants identify the range of actions, alternatives, and impacts to consider in the EIS (40 CFR 1508.25). For an individual action, the scope may depend on the relationship of the proposed action to other environmental documents.

(2) The extent of the scoping process, including public involvement, will depend on several factors. These factors include—

- (i) The size and type of the proposed action.
- (ii) Whether the proposed action is of regional or national interest.
- (iii) Degree of any associated environmental controversy.
- (iv) Size of the affected environmental parameters.
- (v) Significance of any effects on them.
- (vi) Extent of prior environmental review.
- (vii) Involvement of any substantive time limits.
- (viii) Requirements by other laws for environmental review.

(3) The proponent may incorporate scoping in the public involvement or

environmental review process other than that required for an EIS. If so, a significant reduction in the extent of scoping incorporated is at the proponent's discretion.

(e) *Analyses and documentation*. Environmental analyses and documentation required by this regulation will be integrated as much as practical with other environmental reviews, laws, and executive orders (40 CFR 1502.25) and—

(1) Environmental analysis and documentation required by various State laws.

(2) Any cost-benefit analyses prepared in relation to a proposed action (40 CFR 1502.23).

(3) Permitting and licensing procedures required by Federal and State law. For instance, the Clean Air Act, as amended (42 U.S.C. 57401 *et seq.*) and the Clean Water Act, as amended (33 U.S.C. 125 *et seq.*).

(4) Installation and Army Master Planning functions and plans.

(5) Installation management plans, particularly those that deal directly with the environment. These include the Natural Resource Management Plans (Fish and Wildlife Management Plan, Forest Management Plan, and Range Improvement or Maintenance Plan).

(6) Stationing and installation planning, force development planning, and materiel acquisition planning.

(7) Installation Compatible Use Zone (ICUZ) program.

(8) Hazardous waste management plans.

(9) Historic Preservation Plan as required by AR 420-40.

(10) Intergovernmental coordination as required by AR 210-10.

(11) Asbestos Management Plans.

(f) *Relations with local and regional agencies*. (1) Installation, agency, or activity environmental officers or planners should establish planning relations with other agencies. These agencies include the staffs of adjacent local governments and State agencies. This will promote cooperation and resolution of mutual land use and environment-related problems.

(2) Preparation of a Memorandum of Understanding is desirable for promoting cooperation and coordination. This memorandum will identify areas of mutual interest, establish POCs, identify lines of communication between agencies, and specify procedures to follow in conflict resolution. Additional coordination is available from State and area-wide planning and development agencies, including those designated by AR 210-10. Thus, the proponent may gain insights on other agencies' approaches

to EAs, surveys, and studies of the current proposal. These other agencies would also be able to assist in identifying possible participants in scoping procedures for projects requiring an EIS.

#### § 651.13 Mitigation and monitoring.

(a) Identification in environmental documents. Only those mitigation measures that can reasonably be accomplished as part of a proposed alternative will be identified in environmental documentation (EA, FNSI, or EIS). Measures that the proponent implements as part of the selected action will be included in the environmental documentation. Mitigation measures that appear practicable, but unobtainable within expected resources or that some other agency (including non-Army agencies) should perform, will be identified as such in the environmental document. "Practicable" measures include, among others, actions that appear capable of being accomplished. Complete development or testing of the exact means of performing the action may not have occurred.

(b) Consideration throughout the National Environmental Policy Act (NEPA) process. Consider mitigation throughout the NEPA process. When an EIS or EIS Supplement is prepared, the ROD will state specific mitigation measures taken to reduce or avoid the selected action's adverse environmental effects. For EAs, the FNSI will state, when applicable, the appropriate mitigation measures that will be implemented. The proponent must ensure such mitigation measures become a project line item in the proposal budget. Mitigations that are committed to in an EA, but that are eventually not funded, must lead to reevaluation of the project and the significance of its impacts. In addition, the FNSI will state those practicable mitigation measures that have not been adopted. (40 CFR 1505.2(c)).

(c) Assistance from cooperating non-Army agencies. Proponents may request assistance with mitigation when appropriate. Whether it is appropriate to request assistance is determined by whether the requesting agency—

(1) Was a cooperating agency during preparation of an environmental document, or

(2) Has the technology, expertise, time, funds, or familiarity with project or local ecology necessary to implement the mitigation measure more effectively than the lead agency.

(d) Implementing the decision.

(1) The proponent agency or other appropriate cooperating agency will implement mitigation and other conditions established in the EA or EIS or during its review, and committed as part of the FNSI or the ROD.

(2) Legal documents implementing the action (contracts, permits, grants, and so forth) will specify mitigation measures to be performed. Penalties against the contractor for noncompliance may also be specified as appropriate.

Specification of penalties should be fully coordinated with the appropriate legal advisor.

(3) A monitoring and enforcement program will be adopted and summarized in the ROD where applicable for any mitigation. (See Appendix F for guidelines on implementing such a program.) Whether adoption of a monitoring and enforcement program is applicable (40 CFR 1505.2(c)) and whether the specific adopted action is an important case (40 CFR 1505.3) may depend on such factors as the following:

(i) A change in environmental conditions or project activities assumed in the EIS (such that original predictions of the extent of adverse environmental impacts may be too limited).

(ii) Cases when the outcome of the mitigation measure is uncertain (for example, new technology).

(iii) Projects in which major environmental controversy remains associated with the selected alternative.

(iv) Cases when failure of a mitigation measure, or other unforeseen circumstances, could result in serious harm to Federal or State listed endangered or threatened species; important historic or archaeological sites that are either on, or meet eligibility requirements for nomination to the National Register of Historic Places; wilderness areas, wild and scenic rivers, or other public or private protected resources. Evaluation and determination of what constitutes serious harm in coordination with the appropriate Federal, State or local agency responsible for each particular program must be made.

(v) The proponent will respond to inquiries from the public or other agencies regarding the status of mitigation measures adopted.

#### Subpart C—Required Records and Documents

##### § 651.14 Introduction.

The following records and documents are required:

(a) *Record of Environmental Consideration (REC)*. The REC describes the proposed action and anticipated timeframe, identifies the proponent, and explains why further environmental analysis and documentation is not required. It is a signed statement to be submitted with project documentation. It is used when the proposed action is exempt from the requirements of NEPA, or has been adequately assessed in existing documents and determined not to be environmentally significant. A REC is also used to document the use of those CX that require such records. (See Figure 3 for format.)

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**Record of Environmental  
Consideration (REC)**

To: (Environmental Officer)

From: (Proponent)

Project title:

Brief description:

Anticipated date and/or duration of proposed action:  
(Month/year)Reason for using record of environmental consideration  
(choose one):

- a. Adequately covered in an (EA, EIS) entitled  
\_\_\_\_\_, dated  
\_\_\_\_\_.

The EA/EIS may be reviewed at \_\_\_\_\_  
\_\_\_\_\_. (location)

OR,

- b. Is categorically excluded under the provisions of  
CX \_\_\_\_\_, AR 200-2, appendix A, (and no extraordinary  
circumstances exist as defined in paragraph 4-3), because  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_.

Date

Project Proponent

Date

Installation Environmental Coordinator

Variation from this format is acceptable provided basic  
information and approvals are included in any modified  
document.

**Figure 3. Format for record of  
environmental consideration (REC)**

(b) *Environmental assessment (EA)*. An EA is a document that—

(1) Briefly provides the decisionmaker with sufficient evidence and analysis for determining whether a FNSI or an EIS should be prepared.

(2) Assures compliance with NEPA, if an EIS is not required and a CX is inappropriate.

(3) Facilitates preparation of a required EIS.

(4) Includes brief discussions of the need for the proposed action, alternatives to the proposed actions (NEPA, sec. 102(2)(e)) (see Appendix C), proposed and alternative actions environmental impacts, and a listing of persons and agencies consulted. (See Subpart E for requirements.)

(c) *Finding of no significant impact (FNSI)*. A FNSI is a document that briefly states why an action will not significantly affect the environment, thus voiding the requirement for an EIS. The FNSI will include a summary of the conclusions of the EA and will note any environmental documents related to it. If the EA is attached, the FNSI need not repeat any of the EA's discussion, but may incorporate it by reference. A FNSI is always signed by the decisionmaker. (See § 651.24 for processing.)

(d) *Notice of intent (NOI)*. An NOI is a public notice that an EIS will be prepared and considered. The NOI will briefly—

(1) Describe the proposed and alternative actions.

(2) Describe the proposed scoping process, including whether, when, and where any public meetings will be held.

(3) State the name and address of the POC who can answer questions on the proposed action and its EIS. (See §§ 651.32(a), 651.34(a), and 651.37 for application.)

(e) *Environmental impact statement (EIS)*. An EIS is a detailed written statement required by NEPA for major Federal actions with significant environmental effects (42 U.S.C. 4321, sec. 102(2)(c)). (See Appendix C.) (See Subpart F for requirements.)

(f) *Life cycle environmental document (LCED)*. The LCED is intended to be a programmatic assessment that addresses the known and reasonably foreseeable environmental impacts of a proposed item/system during all phases of development, production, use, and ultimate disposal of the item/system. The LCED may be in the form of an EA or an EIS, and must be supplemental to address additional significant environmental impacts as conditions change. The LCED will be prepared by the DA proponent/developer (or program manager) and is most frequently used within the materiel

research, development, and acquisition community.

(g) *Record of Decision (ROD)*. A public ROD is required under the provisions of 40 CFR 1505.2 after completion of an EIS. Nevertheless, the ROD is not considered to be an environmental document since the decision considers other factors in addition to environmental issues. (See § 651.32(i) for application.)

#### § 651.15 Optional documents.

The following additional documents may assist in the implementation of this regulation. These documents are optional, but their use is encouraged.

(a) *Environmental planning guide*. Prepared prior to or at the outset of a major program concept exploration. It is a concise (for example, 10-page) document intended for use by the program planners and designers. It provides guidelines and supporting rationale by which planners and designers could prevent, avoid, or minimize adverse environmental effects through environmentally sensitive design and planning. Through appropriate language in the scope of work, contractors can be encouraged or required to use such an environmental planning guide.

(b) *Environmental planning record*. This records the progress and process of environmental considerations throughout a given program's development. Ideally, it is a document that is written when the program commences. There is no set form; it may be a journal with periodic entries, a file of memoranda, trip reports, and so forth. This document is a visible track record of how environmental factors have actually been considered and incorporated throughout the planning process. Through appropriate language in the scope of work, contractors can be encouraged or required to prepare an environmental planning record, or parts thereof.

(c) *Environmental monitoring report*. This report is prepared at one or more points after program or action execution. Its purpose is to determine the accuracy of impact predictions. It can serve as the basis for adjustments in mitigation programs and to adjust impact predictions in future projects.

#### Subpart D—Categorical Exclusions (CX)

##### § 651.16 Introduction.

(a) The use of CX is intended to reduce paperwork and delay and eliminate unnecessary EA and EIS preparation. CX is defined in the Glossary.

(b) The following criteria will be used to determine those categories of actions that normally do not require either an EIS or EA:

(1) Minimal or no individual or cumulative effect on environmental quality.

(2) No environmentally controversial change to existing environmental conditions.

(3) Similarity to actions previously examined and found to meet the above criteria.

##### § 651.17 Determining when to use a CX.

In order to use the CX provision, the proponent must take the following actions:

(a) Determine whether the proposal is encompassed by one of the categories not normally requiring the preparation of an EA or EIS. (See Appendix A.)

(b) Determine if there are any extraordinary circumstances that may result in the proposed action having an impact on the human environment that would require an EA or EIS. These circumstances include—

(1) Greater scope or size than normally experienced for a particular category of action.

(2) Potential for degradation, even though slight, of already existing poor environmental conditions. Also, initiation of degrading influence, activity, or effect in areas not already significantly modified from their natural condition.

(3) Employment of unproven technology.

(4) Presence of threatened or endangered species and their habitats, archaeological materials, historical places, or other protected resources.

(5) Use of hazardous or toxic substances that may come in contact with the surrounding natural environment. Nevertheless, a categorical exclusion exists for use of hazardous and toxic substances under adequately controlled conditions within established laboratory buildings that are designed for, and in compliance with, regulatory standards. Adequately controlled conditions includes complying with AR 385-10 and all other applicable Army safety and preventive medicine regulations for the processing of hazardous and toxic substances, and complying with the Resource Conservation and Recovery Act (RCRA) for their disposal.

(6) Proposed actions affecting areas of critical environmental concern. These include, but are not limited to, prime or unique agricultural lands, wetlands, coastal zones, wilderness areas,

aquifers, floodplains, or wild and scenic river areas.

(c) Determine whether all the screening criteria in Appendix A are true for the proposal.

(d) If the proposed action qualifies for one of the CX, no analytical environmental document is necessary. However, if a REC (Figure 3) is required by the CX listing in Appendix A, a REC will be completed and signed by the proponent. Consultation between the proponent and the installation environmental coordinator is required.

#### § 651.18 CX actions.

Types of actions that normally qualify for CX are listed in Appendix A.

#### § 651.19 Modification of the CX list.

The Army list of CXs is subject to continual review and modification. Send, for review, requested additional modifications to the Army Environmental Office. Subordinate Army headquarters may not modify the CX list through supplements to this regulation. Upon approval, proposed modifications to the list of CXs will be published in the *Federal Register* by the Army Environmental Office. This provides an opportunity for public review and comment.

### Subpart E—Environmental Assessment (EA)

#### § 651.20 Introduction.

An EA is made to determine the extent of environmental impacts of a project and decide whether or not those impacts are significant. It is not required for actions that are subject to categorical exclusion or exclusion from environmental review by law. (See 40 CFR 1508.9.) The EA is described in § 651.14(b).

#### § 651.21 Conditions requiring an EA.

An EA is required when the proposed action has the potential for—

(a) Cumulative impact on environmental quality when combining effects of other actions or when the proposed action is of lengthy duration.

(b) Release of harmful radiation or hazardous/toxic chemicals into the environment.

(c) Violation of pollution abatement Standards.

(d) Some harm to culturally or ecologically sensitive areas.

#### § 651.22 Actions normally requiring an EA.

The following actions normally require an EA:

(a) Special field training exercise or test activity on Army land of a nature or magnitude not within the annual installation training cycle.

(b) Military construction, including contracts for off-post construction.

(c) An installation pesticide, fungicide, herbicide, insecticide, and rodenticide-use program.

(d) Changes to established installation land use that generates impacts on the environment.

(e) Proposed changes in doctrine or policy that may have a potential environmental impact.

(40 CFR 1508.18 (b) (1)).

(f) Repair or alteration projects affecting historically significant structures, archaeological sites, or places on, or meeting, the criteria for nomination to the National Register of Historic Places.

(g) Acquisition or alteration of, or space for, a laboratory that will use hazardous chemicals, drugs, or biological or radioactive materials.

(h) Actions that could potentially cause soil erosion, affect prime or unique farmland, wetlands, floodplains, coastal zones, wilderness areas, aquifers or other water supplies, or wild and scenic rivers.

(i) New weapon systems development and acquisition, including the materiel acquisition, transition, and release processes.

(j) Development of installation master plan.

(k) Development of natural resource management plans (land, forest, fish, and wildlife).

(l) Proposals that may lead to the excessing of Army real property.

(m) Actions that take place in, or adversely affect, wildlife refuges.

(n) Proposals for energy conversion through forest harvest.

(o) Field activities on land not controlled by the military. This includes firing of weapons, missiles, or lasers over navigable waters of the United States, or extending 45 meters or more above ground level into the national airspace. It also includes joint air attack training that may require participating aircraft to exceed 250 knots at altitudes below 3000 feet above ground level.

(p) An action with local or regional effects on energy availability.

(q) An activity that affects any species on, or proposed for, the U.S. Fish and Wildlife Service list of Threatened and Endangered Plant and Animal Species. Also, activities affecting any species on an applicable State or territorial list of threatened or endangered species.

(r) Production of hazardous or toxic materials.

(s) Installation restoration projects undertaken in response to the CERCLA. (See § 651.8(a)(8) for a full discussion of the integration of NEPA and CERCLA/SARA.)

(t) Operations and Maintenance/Army National Guard projects that will impact environmental quality.

(u) Site specific deployment of life cycle systems meeting the threshold criteria for requiring an EA.

(v) Special field training exercises or test activities off Army or DOD property that extend into the national airspace (45 meters above ground level).

(w) Changes to established airspace use that generates impacts on the environment or socioeconomic systems, or creates a hazard to nonparticipants.

#### § 651.23 EA components.

(a) The EA will be the responsibility of the proponent. The Army Environmental Office will advise and assist in the preparation of the EA. In the case of United States Army Reserve (USAR) environmental documentation, the supporting installation facility engineer is responsible for ensuring proper environmental documentation is prepared and will comply with the provisions of AR 140-475. The EA will include brief discussions of—

(1) Purpose and need for the proposed action.

(2) Description of the proposed action.

(3) The alternatives considered (always including the "no action" alternative).

(4) Affected environment (baseline conditions).

(5) Environmental consequences of the proposed action and the alternatives.

(6) Listing of agencies and persons consulted.

(7) The conclusion, or finding, on whether the environmental impacts are significant. If the finding is that there are no significant impacts, a FNSI will be published. If the finding is that impacts are potentially significant, the EA should state that a NOI will be published leading to preparation of an EIS.

(b) The EA, the FNSI, and all other appropriate planning documents will be provided to the appropriate decisionmaker for review and consideration. The signature page for the EA and FNSI package will be signed by the decisionmaker to indicate his or her review and approval.

#### § 651.24 Decision process.

Every EA results in a FNSI or a NOI to prepare an EIS. Initiation of a NOI to prepare an EIS should occur at any time in the decision process when significant effects are determined.

(a) The FNSI is a separate document (40 CFR 1508.13) that briefly presents reasons why an action will not have a

significant effect on the human environment and, thus, will not be the subject of an EIS. The FNSI will contain a summary of the EA or have the EA attached. If the EA is attached, the FNSI may incorporate it by reference, thus avoiding duplication of discussion. The FNSI will reference other relevant environmental documents that are being or have been prepared. The FNSI must contain the following:

- (1) The name of the action.
  - (2) A brief description of the action (including any alternatives considered).
  - (3) A short discussion of the anticipated environmental effects.
  - (4) The facts and conclusions that have led to the FNSI.
  - (5) A deadline and POC for further information or receipt of public comments. (See § 651.35.)
- (b) The FNSI should not exceed two typewritten pages in length.
- (c) The FNSI will be made available to the public prior to initiation of the proposed action, unless it is excluded on a security basis. (See § 651.11 for security exclusions.) FNSIs that have national interest should be submitted with the proposed press release through command channels to Deputy of Environment, Safety, and Occupational Health (DESOH) for approval and subsequent publication in the FR. FNSIs having national interest will be coordinated with Office of the Chief of Public Affairs (OCPA). Local publication of the FNSI will not precede the FR publication. The text of the publication should be identical to the FR publication.

(d) For actions of only regional or local interest, the FNSI will be publicized in accordance with 40 CFR 1506.6(b) and § 651.12(b)(2) of this regulation. Distribution of the FNSI (30 days prior to initiation of the proposed action) should include any agencies, organizations, and individuals who have expressed interest in the project and others whom the proponent and preparers (defined in the Glossary) deem appropriate.

#### § 651.25 Public involvement.

(a) Environmental agencies, applicants, and the public should be involved to the extent practical in the preparation of an EA. When considering the extent practicable of public interaction (40 CFR 1501.4(b)), some of the factors to be weighed are—

- (1) Magnitude of the proposed project/action.
- (2) Extent of anticipated public interest.
- (3) Urgency of the proposal.
- (4) Any relevant questions of national security classification.

(b) See § 651.35 for additional public involvement information.

#### § 651.26 Public availability.

Documents incorporated into the EA or FNSI by reference will be available for public review. Where possible, use of public libraries is encouraged. Operating hours of the chosen depository should extend beyond normal business hours.

#### § 651.27 Existing environmental assessments (EAs).

EAs are dynamic documents. To ensure that the setting, actions, and effects described remain substantially accurate, the proponent or installation environmental officer will periodically review existing documentation (environmental impact assessment (EIA) or (EA)) as an action continues. Preparation of a new environmental document is necessary if substantive changes have occurred.

### Subpart E—Environmental Impact Statement (EIS)

#### § 651.28 Introduction.

An EIS is a public document with a primary purpose of ensuring that NEPA policies and goals are incorporated early into the programs and actions of Federal agencies. An EIS is required to provide a full and fair discussion of significant environmental impacts. Along with other project documentation, the EIS provides a basis for informed decisionmaking. Further, it allows public review and comment on the proposal.

#### § 651.29 Conditions requiring an EIS.

An EIS is required when a proponent, preparer, or approving authority determines that the proposed action has the potential to—

- (a) Significantly affect environmental quality or public health or safety.
- (b) Significantly affect historic or archaeological resources, public parks and recreation areas, wildlife refuge or wilderness areas, wild and scenic rivers, or aquifers.
- (c) Have significant adverse effect on properties listed or meeting the criteria for listing in the National Register of Historic Places, or the National Register of Natural Landmarks. (The National Park Service, U.S. Department of the Interior maintains the National Register.)
- (d) Cause a significant impact to prime and unique farm lands, wetlands, floodplains, coastal zones, or ecologically or culturally important areas or other areas of unique or critical environmental concern.

(e) Result in potentially significant and uncertain environmental effects or unique or unknown environmental risks.

(f) Significantly affect a species or habitat listed or proposed for listing on the Federal list of endangered or threatened species.

(g) Either establish a precedent for future action or represent a decision in principle about a future consideration with significant environmental effects.

(h) Adversely interact with other actions with individually insignificant effects so that cumulatively significant environmental effects result.

(i) Involve the production, storage, transportation, use, treatment, and disposal of hazardous or toxic materials that may have significant environmental impact.

#### § 651.30 Actions normally requiring an EIS.

The following actions normally require an EIS:

- (a) Significant expansion of a military facility, such as a depot, munitions plant, or major training installation.
- (b) Construction of facilities that have a significant effect on wetlands, coastal zones, or other areas of critical environmental concern.
- (c) The disposal of nuclear materials, munitions, explosives, industrial and military chemicals, and other hazardous or toxic substances that have the potential to cause significant environmental impact.
- (d) The life cycle development of new material such as weapon systems that requires the construction and operation of new fixed facilities or the significant commitment of natural resources.
- (e) Land acquisition, leasing or other actions that may lead to significant changes in land use.
- (f) Continental United States (CONUS) realignment or stationing of a brigade or larger table of organization and equipment (TOE) unit during peacetime (except where the only significant impacts are socioeconomic with no significant biophysical environmental impact).
- (g) Training exercises conducted outside the boundaries of an existing military reservation where significant environmental damage might occur.
- (h) Major changes in the mission of facilities either affecting areas of critical environmental concern or causing significant environmental impact.

#### § 651.31 Format of the EIS.

(a) The EIS must contain the following:

- (1) Cover sheet.
- (2) Summary.

- (3) Table of contents.
- (4) Purpose of and need for the action.
- (5) Alternatives considered, including proposed action.
- (6) Affected environmental (baseline conditions).
- (7) Environmental and socioeconomic consequences.
- (8) List of preparers.
- (9) Distribution list.
- (10) Index.
- (11) Appendixes (if any).
- (b) The content of each section is discussed in greater detail in Appendix D.

**§ 651.32 Steps in preparing and processing an EIS.**

(a) *Notice of intent (NOI).* (1) Prior to preparing an EIS (see Figure 4), a NOI will be published in the FR and in newspapers with appropriate or general circulation in the areas potentially affected by the proposed action. The Office of Legislative Liaison (OCLL) will be notified by the ARSTAF proponent of pending EISs so that congressional coordination may be effected. After the NOI is published in the FR, copies of the notice may also be distributed to agencies, organizations, and individuals, as the responsible official deems appropriate.

(2) Forward the NOI and the proposed press release to the HQDA proponent for coordination prior to publication. The ARSTAF proponent will coordinate the NOI with HQDA (Army Environmental Office, OCLL, and OCPA). The DESOH is the only person authorized to release an NOI to the FR for publication. A cover letter similar to Figure 5 will accompany the NOI. An example NOI is at Figure 6. The NOI initiates the scoping process; therefore, provide adequate response time for those wishing to comment on the NOI or participate in the scoping process. Subpart G discusses public participation requirements and options.

BILLING CODE 3710-08-M

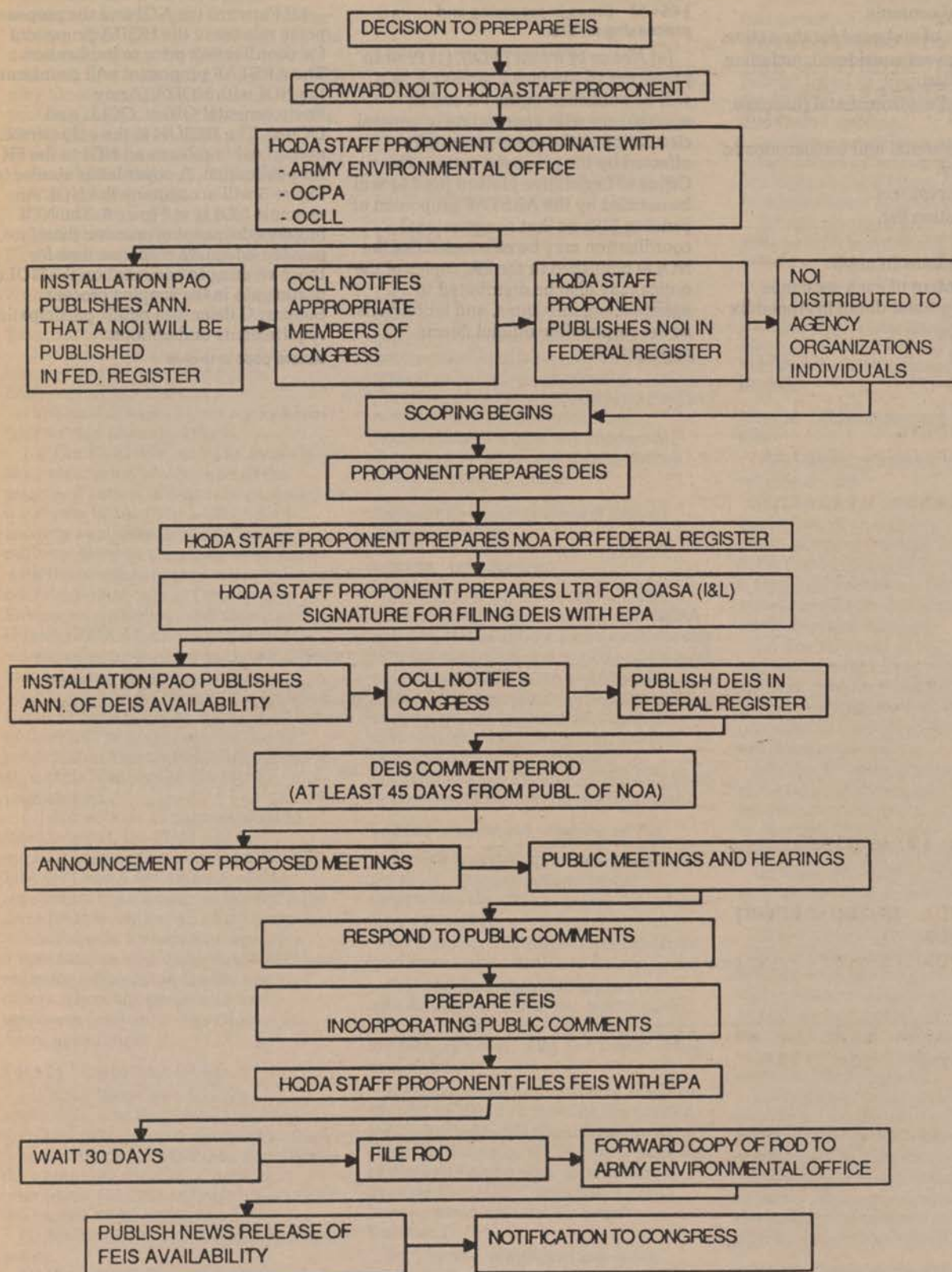


Figure 4. Steps in preparing and processing an Environmental Impact Statement (EIS)

Director  
Office of the Federal Register  
National Archives and Records ~~Service~~ Administration  
~~1100 L Street, NW~~  
Washington, DC 20408

Dear Sir:

The attached Notice of Intent is submitted for publication in the Notice Section of the Federal Register.

Please publish this Notice of Intent in the earliest edition of the Federal Register possible. This notice is required for the Department of Army to perform its military mission and comply with the National Environmental Policy Act and the President's Council on Environmental Quality regulations.

Please bill this to charge code 3710-08-M.

Sincerely,

Lewis D. Walker  
Deputy for Environment, Safety  
and Occupational Health  
OASA (I&L)

1 encl. (3 copies)

CC: HQDA (SAIL-DESOH)  
HQDA ()  
HQDA (Staff Proponent)

---

3 Originals must be signed

The charge code 3710-08-M must appear in the letter.

**Figure 5. Sample Notice of Intent (NOI)  
transmittal letter.**

3710-08-M

**Department of Army  
Notice of Intent (NOI)**

To prepare a Draft Environmental Impact Statement (DEIS) for proposed barracks construction, at Ft. Jefferson, CA.

Agency: DOD, U.S. Army, Ft. Jefferson, California.

**Summary:** Proposed Action: A series of three barracks are proposed for construction at Ft. Jefferson, California in order to provide adequate housing for bachelor enlisted personnel assigned to the installation. These facilities are proposed to replace existing substandard facilities for personnel who currently live in expensive rental units within the community or in inadequate quarters on the installation. The inadequate quarters are deficient in seismic design and do not meet DOD standards for privacy, space, or security. The requirements for these projects are not the result of new or expanded missions. The location of the proposed barracks is between M and N Streets on Wisconsin Avenue. **Alternatives:**

- a. No Action
- b. Rehabilitation of existing facilities
- c. Alternate site locations

**Scoping Process:** Comments received as a result of this notice will be used to assist the Army in identifying potential impacts to the quality of the environment. Individuals or organizations may participate in the scoping process by written comment or by attending a scoping meeting to be held on May 23, 1989, 8 PM, at the Norwood Avenue Elementary School, 123 Norwood Avenue. Written comments may be forwarded to: Commander, U.S. Army Engineer School, Attention: Director of Facilities Engineering, Fort Jefferson, California. Comments and suggestions should be received not later than 15 days following the public scoping meeting to be considered in the DEIS. Questions regarding this proposal may contact Ms. Jane McIntyre, (900) 555-9876.

Lewis D. Walker  
Deputy for Environment, Safety  
and Occupational Health  
OASA (I&L)

**Figure 6. Sample Notice of Intent (NOI)**

(b) *Lead and cooperating agency determination.* As soon as possible after the decision is made to prepare an EIS, the proponent, if necessary, will contact appropriate Federal, State, and local agencies to identify lead or cooperating agency responsibilities concerning EIS preparation. At this point, a public affairs plan must be developed. In State ARNG actions that have any Federal funding, the National Guard Bureau (NGB) will be the lead agency for the purpose of Federal compliance with NEPA. The State may be either a joint lead or a cooperating agency, as determined by NGB.

(c) *Scoping.* If determined that Army is the lead agency, the proponent will begin the scoping process described in § 651.36. Portions of the scoping process may take place prior to publication of the NOI.

(d) *Draft Environmental Impact Statement (DEIS) preparation and processing.*

(1) *Preliminary DEIS (PDEIS).* Based on information obtained and decisions made during the scoping process, the proponent will prepare the PDEIS. Forward 15 copies of the PDEIS to the HQDA proponent for circulation to OASA (I&L), Office of the Assistant Chief of Engineers (OACE), Office of the Judge Advocate General (OTJAG), Office of the Surgeon General (OTSG), Office of the Chief of Public Affairs (OCPA), and other interested offices for review and comment. The PDEIS is then returned to the preparer for revision as required and printing of the DEIS for filing.

(2) *DEIS.* The Army proponent will advise the DEIS preparer of the number of copies to be forwarded for final HQDA review (see paragraph (d)(1) of this section for distribution list) and those for filing with EPA. Distribution may include interested Congressional delegations and committees, governors, national environmental organizations, the DOD and Federal agency headquarters, and other selected entities. The Army proponent will prepare the FR NOA, the proposed news release, and the EPA filing letter for signature of the DESOH. When the DEIS has been formally approved by the DESOH, the HQDA proponent will notify the preparer to distribute the DEIS to the remainder of the distribution list. The DEIS must be distributed prior to, or simultaneous to, filing with EPA. The list includes Federal, State, regional, and local agencies, private citizens, and local organizations. The EPA will publish the NOA in the FR. The 45-day comment period begins on the date of the EPA notice in the FR.

(e) *Public review of DEIS.* (1) The length of the DEIS public comment period will normally be no less than 45 days from publication of the NOA in the FR. If the statement is unusually long, circulate a summary with an attached list of locations where review of the entire DEIS may take place (for example, local public libraries).

(2) However, EIS distribution must include the following:

(i) Any Federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved and any appropriate Federal, State, or local agency authorized to develop and enforce environmental standards.

(ii) The applicant, if any.

(iii) Any person, organization, or agency requesting the entire environmental impact statement.

(3) Hold public meetings or hearings on the DEIS in accordance with the criteria established in 40 CFR 1506.6 (c) and (d) or for any other reason the proponent deems appropriate. News releases should be prepared and issued to publicize the meetings or hearings.

(f) *Response to comments.* Incorporate responses to comments in the DEIS by modification of the text and/or written explanation. Where possible, group similar comments for a common response. The preparer or a higher authority may make individual response, if considered desirable.

(g) *Prepare Final Environmental Impact Statement (FEIS).* If the changes in the DEIS are exclusively factual corrections, prepare and circulate only an errata sheet containing DEIS comments, responses, and changes. Nevertheless, the entire document and new cover sheet will be filed with EPA (40 CFR 1503.4(c)). If broader modifications are necessary, the proponent will prepare a preliminary FEIS incorporating these modifications. Processing the FEIS is essentially the same as the process outlined for the DEIS transmittal. The FEIS distribution must include any person, organization, or agency that submitted substantive comments on the EIS. Also, distribution to commenting agencies and the public must occur prior to, or simultaneously with, filing the NOA for the EIS with EPA. There is no need to invite public comment during the 30 day post-filing waiting period. (40 CFR 1503.1(b).)

(h) *Decision.* Make no decision on a proposed action until 30 days after EPA has published the NOA of the FEIS in the FR, or 90 days after the NOA of the DEIS, whichever is later. EPA publishes NOAs weekly. Those NOAs ready for EPA by close of business Friday are

published in the next Friday's issue of the FR.

(i) *Record of decision (ROD).* When a decision is made, the decisionmaker will prepare a ROD (40 CFR 1505.2 and 1505.3) which will become a part of the environmental documentation presented for the final decision. Forward a copy of the signed ROD to the Army Environmental Office. The ROD will—

(1) State the decision.

(2) Identify all alternatives considered by the Army in reaching its decision, specifying the preferred alternatives as well as the environmental alternatives, if they are not the same. The Army may discuss preferences among alternatives based on relevant factors including economic and technical considerations and agency statutory missions.

(3) Identify and discuss all such factors, including any essential considerations of national policy that were balanced by the Army in making its decision. Because economic and technical analyses are balanced with environmental analysis, the agency preferred alternative will not necessarily be the environmentally preferred alternative.

(4) State how those considerations entered into the final decision.

(5) State whether all practicable means to avoid or minimize environmental harm from the selected alternative have been adopted, and if not, why they were not. A monitoring and enforcement program will be adopted and summarized for any mitigation. (See Appendix F.)

(j) *Pre-decision referrals.* 40 CFR Part 1504 specifies procedures to resolve Federal agency disagreements on the environmental effects of a proposed action. Pre-decision referrals apply to interagency disagreement on a proposed action's potential unsatisfactory effects.

(k) *Changes during preparation.* If there are substantial changes in the proposed action, or significant new information relevant to environmental concerns during the proposed action's planning process, the proponent will prepare revisions or a supplement to any environmental document or prepare new documentation as necessary.

(l) *Mitigation.* All measures planned to minimize or mitigate expected significant environmental impacts will be identified in the EIS. Implementation of the mitigation plan is the responsibility of the proponent (See Appendix F.) The proponent will make available to the public, upon request, the status and results of mitigation measures associated with the proposed action.

(m) *Implementing the decision.* The Army may provide for monitoring to assure that its decisions are carried out and should do so in controversial cases or environmentally sensitive areas. (See Appendix F.) Mitigation and other conditions established in the EIS or during its review, and comment as part of the decision, will be implemented by the lead agency or other appropriate consenting agency. The proponent will—

(1) Include appropriate conditions in grants, permits, or other approvals.

(2) Condition funding of actions on mitigation.

(3) Upon request, inform cooperating or commenting agencies on the progress in carrying out adopted mitigation measures that they have proposed and that were adopted by the agency making the decision.

(4) Upon request, make the results of relevant monitoring available to the public and Congress.

(n) *Supplemental EIS (SEIS).* SEISs (40 CFR 1502.9(c)) are processed in the same way as draft and final EISs. Scoping is not required for an SEIS.

#### § 651.33 Existing EISs.

A newly proposed action must be the subject of a separate EIS. The proponent may extract and revise the existing environmental documents in such a way as to bring them completely up to date, in light of the new proposals. Such a revised EIS will be prepared and processed entirely under the provisions

of this regulation. If an EIS of another agency is adopted, it must be processed in accordance with 40 CFR 1506.3.

#### § 651.34 Major Army command (MACOM) processing of an EIS.

In certain cases where the scope of the EIS is limited, the HQDA proponent may authorize a MACOM to process an EIS.

(a) *NOI.* When the NOI is forwarded to the HQDA proponent (§ 651.32(a)(2)), the proponent may determine that the MACOM should accomplish EIS processing. The HQDA proponent will consult with the Army Environmental Office, who will gain approval from DESOH. Proponent will return the NOI with any comments and a letter authorizing the MACOM to process the EIS in accordance with the guidance in this chapter. The MACOM is responsible for preparing the NOI, proposed news release, and a transmittal letter as described in Figure 5, and for forwarding that material to the Army Environmental Office. After a review to ensure acceptability of the document, the OASA (I&L) will forward the NOI to the FR.

(b) *PDEIS.* When the PDEIS is staffed at the unit Headquarters, copies will be provided for concurrent review to the following HQDA elements to ensure that HQDA interposes no objection: JALS-RL, OGC, OCPA, OCLL, DASG-PSP-E, the Army Environmental Office, and the HQDA proponent.

(c) *Filing the EIS.* The unclassified portions of the DEIS and FEIS will be filed with the EPA Federal Activities Office by forwarding five copies with a transmittal letter as described in Figure 7. An additional five copies will be sent to the applicable EPA regional office for its review of the proposed action. One copy will be forwarded to Office of the Secretary of Defense (OSD) (Figure 8). Distribution of HQDA EIS copies will follow that of the PDEIS list. (See paragraph (b) of this section.) Copies will be coordinated for Congressional delegations and committees with the HQDA (OCLL) to meet Congressional notification procedures. Remaining distribution is for interested governors, Federal agency headquarters, national environmental organizations, regional, State and local agencies and organizations, and interested private citizens. The proponent is responsible for developing the distribution list; advice is available from the Army Environmental Office. A NOA may be published in the FR by forwarding the notice, a proposed news release, and a transmittal letter by the same method used for the NOI (See paragraph (a) of this section.)

(d) *ROD.* At the time of decision, a ROD will be prepared. (40 CFR 1505.2 and 1505.3.) A copy of the ROD will be provided to the Army Environmental Office.

BILLING CODE 3710-08-M

Director  
Office of Federal Activities  
U.S. Environmental Protection Agency  
Room 2119, West Tower  
Waterside Mall  
Washington, DC 20460

Dear Sir:

Enclosed are five copies of the Draft Environmental Impact Statement (DEIS), Proposal to Construct Barracks at Fort Jefferson, California.

These copies are forwarded for filing in accordance with the Council on Environmental Quality regulations for implement the provisions of the National Environmental Policy Act (40 CFR Part 1500-1508).

Lewis D. Walker  
Deputy for Environment, Safety  
and Occupational Health  
OASA (I&L)

1 Enclosure (5 copies)

DEISs and the accompanying NOA reaching EPA by noon Friday will be published in the Federal Register the following Friday. Failure to deliver documents to EPA by Friday noon will result in an additional 1 week delay.

Figure 7. Sample letter of transmittal of draft  
Environmental Impact Statement (DEIS)  
to Environmental Protection Agency (EPA)

MEMORANDUM FOR: Secretary of Defense, Production and Logistics (P&L), Washington, DC 20301

SUBJECT: Availability of Draft Environmental Impact Statement

In accordance with Department of Defense Directive 6050.1, Environmental Considerations in DOD Actions, attached is one (1) copy of the Draft Environmental Impact Statement (DEIS), Proposal to Construct Barracks at Fort Jefferson, California.

Lewis D. Walker  
Deputy for Environment, Safety  
and Occupational Health  
OASA (I&L)

1 Enclosure  
as

**Figure 8. Sample letter of transmittal of draft  
Environmental Impact Statement (DEIS)  
to Office of the Secretary of Defense (OSD)**

BILLING CODE 3710-08-C

## Subpart G—Public Involvement and the Scoping Process

### § 651.35 Public involvement.

(a) The requirement (40 CFR 1506.6) for public involvement recognizes that all potentially affected parties will be involved, when practical, whenever developing environmental documentation. This requirement can be met at the very beginning of the environmental analysis and documentation process by developing a plan to include all affected parties. (See also AR 360-5.) The plan will include the following:

(1) Information disseminated to local and installation communities through such means as news releases to local media, announcements to local citizens groups, and Commander's letters at each phase or milestone (more frequently if needed) of the project. Such information may be subject to Freedom of Information Act and operations security review.

(2) Each phase or milestone (more frequently if needed) of the project will be coordinated with representatives of local, State, and Federal Government agencies.

(3) Public comments will be invited and two-way communication channels will be kept open through various means as stated above.

(4) Public affairs officers at all levels will be kept informed.

(b) When an EIS is being prepared, public involvement is a requisite element of the scoping process (40 CFR 1501.7(a)(1)).

(c) Preparation of EAs will incorporate public involvement processes whenever appropriate (40 CFR 1506.6).

(d) Persons and agencies to be consulted include the following:

(1) Municipal, township, and county elected and appointed officials.

(2) State, county, and local government officials and administrative personnel whose official duties include responsibility for activities or components of the affected environment related to the proposed Army action.

(3) Local and regional administrators of other Federal agencies or commissions that may either control resources potentially affected by the proposed action (for example, the U.S. Fish and Wildlife Service); or who may be aware of other actions by different Federal agencies whose effects must be considered with the proposed Army action (for example, the U.S. General Services Administration (GSA)).

(4) Members of identifiable population segments within the potentially affected environments, whether or not they have

clearly identifiable leaders or an established organization such as farmers and ranchers, homeowners, small business owners, and Indian tribes.

(5) Members and officials of those identifiable interest groups of local or national scope that may have interest in the environmental effects of the proposed action or activity (for example, hunters and fishermen, Isaak Walton League, Sierra Club, and the Audubon Society).

(6) Any person or group that has specifically requested involvement in the specific action or similar actions.

(e) The public involvement processes and procedures by which participation may be solicited include the following:

(1) The direct individual contact process identifies persons expected to express an opinion and participate in later public meetings. Direct contact may also identify the preliminary positions of such persons on the scope of issues that the EIS will address. Such limited contact may suffice for all required public involvement, when the expected environmental effect is of very limited scope.

(2) Small workshops or discussion groups.

(3) Larger public gatherings that are held after some formulation of the potential issues. The public is invited to express its views on the proposed courses of action. Public suggestions or alternative courses of action not already identified may be expressed at these gatherings that need not be formal public hearings.

(4) Identifying and applying other processes and procedures to accomplish the appropriate level of public involvement.

(f) The meetings described in paragraph (e) of this section should not be public hearings in the early stages of evaluating a proposed action. Public hearings do not substitute for the full range of public involvement procedures under the purposes and intent of a above.

(g) Public surveys or polls to identify public opinion of a proposed action will be performed. (AR 335-15, chapter 10).

### § 651.36 Scoping process.

(a) Introduction. The scoping process, required for EIS preparation (40 CFR 1501.7), should aid the proponent in determining the scope and significant issues related to the proposed action. The process requires appropriate public participation immediately following publishing the NOI in the FR. The Army policy is that EISs for legislative proposals significantly affecting the environment will go through scoping

unless extenuating circumstances make it impractical.

(b) Scoping procedures. Scoping procedures fall into preliminary, public interaction, and final phases. These phases are discussed in §§ 651.37, 651.38, and 651.39, respectively.

### § 651.37 Preliminary phase.

In the preliminary phase, the proponent agency or office identifies as early as possible, how it will accomplish scoping and with whose involvement. Key points will be identified or briefly summarized as appropriate in the NOIs. The proponent will—

(a) In the NOI, identify the significant issues to be analyzed in the EIS.

(b) In the NOI, identify the office or person responsible for matters related to the scoping process. If they are not the same as the proponent of the action, make that distinction.

(c) Identify the lead and cooperating agency, if already determined (40 CFR 1501.5-6).

(d) Identify the method by which the agency will invite participation of affected parties and identify a tentative list of the affected parties to be notified.

(e) Identify the proposed method for accomplishing the scoping procedure.

(f) Indicate the relationship between the timing of the preparation of environmental analyses and the tentative planning and decisionmaking schedule including—

(1) The scoping process itself.

(2) Collecting or analyzing environmental data, including studies required of cooperating agencies.

(3) Preparation of DEISs and FEISs.

(4) Filing of the ROD.

(5) Taking the action.

(6) For a programmatic EIS, preparing a general expected schedule for future specific implementing actions that will involve separate environmental analysis.

(g) If applicable, in the NOI, identify the extent to which the EIS preparation process is exempt from any of the normal procedural requirements of this regulation, including scoping.

### § 651.38 Public interaction phase.

(a) During this portion of the process, the proponent will invite comments from all affected parties and respondents to the NOI to assist in developing issues for detailed discussion in the EIS. Assistance in identifying possible participants is available from the Army Environmental Office.

(b) In addition to the affected parties identified above, participants should include the following:

(1) Technical representatives of the proponent. Such persons must be able to describe the technical aspects of the proposed action and alternatives to other participants.

(2) One or more representatives of any Army-contracted consulting firm, if one has been retained to participate in writing the EIS or providing reports that the Army will directly use to create substantial portions of the EIS.

(3) Experts in various environmental disciplines, if any area where impacts are foreseen is not already represented among the other scoping participants.

(c) In all cases, provide the participants with information developed during the preliminary phase and with as much of the following information that may be available:

(1) A brief description of the environment at the affected location. When descriptions for a specific location are not available, use general descriptions of the probable environmental effect. Also include the extent to which the environment has been modified or affected in the past.

(2) A description of the proposed alternatives. The description will be sufficiently detailed to enable evaluation of the range of impacts that may be caused by the proposed action and alternatives. The amount of detail that is sufficient will depend on the stage of the development of the proposal, its magnitude, and its similarity to other actions with which participants may be familiar.

(3) A tentative identification of "any public environmental assessments and other environmental impact statements that are being or will be prepared that are related to but are not part of the scope of the impact statement under consideration" (40 CFR 1501.7(a)(5)).

(4) Any additional scoping issues or limitations on the EIS, if not already described during the preliminary phase.

(d) The public involvement may begin with the NOI to publish an EIS. The NOI may indicate when and where a scoping meeting will take place and whom to contact to receive preliminary information. The purpose of the scoping meeting is to be an informal public meeting. It is a working session where the gathering and evaluation of information relating to potential environmental impacts can proceed.

(e) Starting with the above information, the person conducting the scoping process will use input from any of the involved or affected parties. This will aid in developing the conclusions. The proponent determines the final scope of the EIS. If the proponent chooses not to require detailed treatment of significant issues or factors

in the EIS, in spite of relevant technical or scientific objections by any participant to the contrary, the proponent will clearly identify (in the environmental consequences section of the EIS) the criteria that were used to eliminate such factors from detailed consideration.

#### § 651.39 The final phase.

(a) The scope used in the preparation of DEIS consists of the determinations made by the proponent during and after the public interaction phase of the process, as follows:

(1) The scope and the significant issues for detailed analysis in the EIS (40 CFR 1501.7(a)(2)). To determine the scope of EISs, the proponent will consider three types of actions, alternatives, and impacts.

(2) The three actions (other than unconnected single actions) are as follows:

(i) Connected actions, that are closely related and should be discussed in the same impact statement. Actions are connected if they automatically trigger other actions that may require EISs, cannot or will not proceed unless other actions are taken previously or simultaneously, are interdependent parts of a larger action, and depend on the larger action for their justification.

(ii) Cumulative actions, when viewed with other proposed actions, have cumulatively significant impacts and should be discussed in the same impact statement.

(iii) Similar actions, that have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography, may be analyzed in the EIS. Agencies should do so when the best way to assess such actions is to treat them in a single EIS.

(3) The three alternatives are as follows:

(i) No action.

(ii) Other reasonable courses of action.

(iii) Mitigation measures (not in the proposed action).

(4) The three types of impacts are as follows:

(i) Direct.

(ii) Indirect.

(iii) Cumulative.

(5) Identification and elimination from detailed study of issues that are not significant or have been covered by prior environmental review. This narrows the discussion of these issues to a brief presentation of why they will not have a significant effect on the human environment. It may also provide a reference to their coverage elsewhere. (40 CFR 1501.7(a)(3)).

(6) Allocation of assignments for preparation of the EIS among the lead and any cooperating agencies, with the lead agency retaining responsibility for the statement. (40 CFR 1501.7(a)(4)).

(7) Indication of any public EAs and other EISs, prepared by the Army or another Federal agency, related to, but not part of, the EIS under consideration. (40 CFR 1501.7(a)(5)).

(8) Identification of any other environmental review and consultation requirements so the lead and cooperating agencies may prepare other required analyses and studies concurrently with the EIS. (40 CFR 1501.7(a)(6)).

(b) As part of the scoping process the lead agency may—

(1) Set time limits, as provided in § 651.12(b), if they were not already indicated in the preliminary phase.

(2) Prescribe overall page limits to the EIS in accordance with the CEQ regulations that emphasize conciseness.

(c) All determinations reached by the proponent during the scoping process will be clearly conveyed to the preparers of the EIS in a Scope of Statement. The Scope of Statement will be made available to participants in the scoping process and to other interested parties on request. Any conflicts on issues of a scientific or technical nature that arise between the proponent and scoping participants, cooperating agencies, other Federal agencies, or preparers of the document will be identified during the scoping process and resolved or discussed by the proponent in the DEIS.

#### § 651.40 Aids to information gathering.

The proponent may use or develop graphic or other innovative methods to aid information gathering, presentation, and transfer during the three scoping phases. These include methods for presenting preliminary information to scoping participants, obtaining and consolidating input from participants, and organizing its own determinations on scope for use during preparation of the DEIS.

#### § 651.41 Modifications of the scoping process.

(a) If a lengthy period exists between a decision to prepare an EIS and the time of preparation, the proponent will initiate the NOI at a reasonable time in advance of preparation of the DEIS. The NOI will state any tentative conclusions regarding the scope of the EIS made prior to publication of the NOI. Reasonable time for public participation will be allowed before the proponent

makes any final decisions or commitments on the EIS.

(b) The proponent of a proposed action may use scoping during preparation of environmental review documents other than EIS, if desired. The proponent may use the above procedures or may develop modified procedures at his or her discretion.

#### Subpart H—Environmental Effects of Major Army Actions Abroad

##### § 651.42 Introduction.

Protection of the environment is an Army priority, no matter where the installation is located. The Army is committed to pursuing an active role in addressing environmental quality issues in our relations with neighboring communities and assuring that consideration of the environment is an integral part of all decisions. This subpart assigns responsibilities for review of environmental effects abroad of major Army actions. It is a requirement of E. O. 12114, "Environmental Effects Abroad of Major Federal Actions," dated 4 January 1979. This chapter applies to HQDA and Army agencies' actions that would significantly affect the quality of the human environment outside the United States.

##### § 651.43 Global commons.

Environmental effects of actions that affect the global commons require environmental analyses and documentation. (See enclosures 1 and 2 of DOD Directive 6050.7) (Appendices G and H.) These relate to environmental effects abroad of major military actions.

##### § 651.44 Army policy in global commons and foreign nations.

(a) Act with care in the global commons. All the nations of the world share the stewardship of these areas. Take account of environmental considerations when acting in the global commons in accordance with the procedures set out in Appendix G.

(b) Act with care within the jurisdiction of a foreign nation. Respect treaty obligations and the sovereignty of other nations. Exercise restraint in applying U.S. laws within foreign nations unless Congress has expressly provided otherwise. Evaluate environmental considerations in accordance with Appendix H when the prepared action could affect the environment of a foreign nation.

(c) Coordinate with the Department of State on formal communications with foreign governments concerning environmental agreements and other formal arrangements with foreign

governments. Consult with the Department of State regarding use of additional exemptions from this directive as specified in Appendix H. Coordinate and consult with the Department of State through the Assistant Secretary of Defense (International Security Affairs) (ASD (ISA)).

##### § 651.45 Responsibilities.

(a) Army agencies that control actions abroad (as defined within the limitations of Status of Forces Agreements) will—

(1) Ensure that regulations and other major policy issuances receive a review by the Army Environmental Office for consistency with E.O. 12114, DOD Directive 6050.7, and this regulation.

(2) Consult with HQDA Strategy, Plans and Policy Directorate-Political-Military Division (DAMO-SSM) on significant or sensitive actions or decisions affecting relations with other nations.

(3) Prepare and consider environmental documents for proposed actions required by this regulation.

(4) Ensure that regulations and other policies which affect global commons are subject to review for consistency with this regulation.

(5) Designate a single POC for matters regarding this regulation.

(b) The Assistant Secretary of the Army, Installation and Logistics (ASA (I&L)) will—

(1) Serve as the Secretary of the Army's responsible official for environmental matters abroad.

(2) Maintain liaison with the Assistant Secretary of Defense for Production and Logistics (ASD (P&L)) on matters concerning E.O. 12114, DOD Directive 6050.7, and this regulation.

(3) Coordinate actions with other Secretariat offices as appropriate.

(c) The Chief of Engineers will—

(1) Serve as ARSTAF proponent for implementation of E.O. 12114, DOD Directive 6050.7, and this regulation.

(2) Apply in planning and executing overseas construction activities where appropriate in light of applicable statutes and SOFAs.

(d) Deputy Chief of Staff for Organizations and Plans (DCSOPS) will—

(1) Serve as the focal point on the ARSTAF for integrating environmental considerations required by E.O. 12114 into Army plans and activities. Emphasis is on those reasonably expected to have widespread, long-term, and severe impacts on the global commons or the territories of foreign nations.

(2) Consult with the Office of Foreign Military Rights Affairs of Assistant Secretary of Defense (International Security Affairs) (ASD (ISA)) on significant or sensitive actions affecting relations with another nation.

(e) The Judge Advocate General (TJAG), in coordination with the Office of the General Counsel, will provide advice and assistance concerning the requirements of E.O. 12114 and DOD Directive 6050.7.

(f) The Chief of Public Affairs (CPA) will provide advice and assistance on public affairs as necessary.

##### § 651.46 Implementation guidance.

(a) Environmental documents prepared under the provisions of this chapter should use the format for such documents found in Appendixes G and H. Otherwise, use a format appropriate in light of the applicable statutes and SOFAs.

(b) Submit nominations for inclusions in the list of CX through DAMO-SSM to the Army Environmental Office.

#### Appendix A—List of Categorical Exclusions (CX)

##### Section I: Categorical exclusions (CX)

A-1. Normal personnel, fiscal, and administrative activities involving military and civilian personnel (recruiting, processing, paying, and records keeping).

A-2. Law and order activities performed by military police and physical plant protection and security personnel, excluding formulation and/or enforcement of hunting and fishing policies or regulations that differ substantively from those in effect on surrounding non-Army lands.

A-3. Recreation and welfare activities not involving off-road recreational vehicle management.

A-4. Commissary and Post Exchange (PX) operations, except where hazardous material is stored or disposed.

A-5. Routine repair and maintenance of buildings, roads, airfields, grounds, equipment, and other facilities, to include the layaway of facilities, except when requiring application or disposal of hazardous or contaminated materials.

A-6. Routine procurement of goods and services, including routine utility services.

A-7. Construction that does not significantly alter land use, provided the operation of the project when completed would not of itself have a significant environmental impact; this includes grants to private lessees for similar construction. (REC required.)

A-8. Simulated war games and other tactical and logistical exercises without troops.

A-9. Training entirely of an administrative or classroom nature.

A-10. Storage of materials, other than ammunition, explosives, pyrotechnics, nuclear, and other hazardous or toxic materials.

A-11. Operations conducted by established laboratories within enclosed facilities where—

a. All airborne emissions, waterborne effluents, external radiation levels, outdoor noise, and solid and bulk waste disposal practices are in compliance with existing Federal, State, local laws, and regulations.

b. No animals that must be captured from the wild are used as research subjects, excluding reintroduction projects. (REC required.)

A-12. Developmental and operational testing on a military installation, where the tests are conducted in conjunction with normal military training or maintenance activities so that the tests produce only incremental impacts, if any and provided that the training and maintenance activities have been adequately assessed, where required, in other Army environmental documents. (REC required.)

A-13. Routine movement of personnel; routine handling and distribution of nonhazardous and hazardous materials in conformance with DA, EPA, Department of Transportation, and State regulations.

A-14. Reduction and realignment of civilian and/or military personnel that fall below the thresholds for reportable actions as prescribed by statute or AR 5-10. (REC required.)

A-15. Conversion of commercial activities (CA) to contract performance of services from in-house performance under the provisions of DOD Directive 4100.15.

A-16. Preparation of regulations, procedures, manuals, and other guidance documents that implement, without substantive change, the applicable HQDA or other federal agency regulations, procedures, manuals, and other guidance documents that have been environmentally evaluated.

A-17. Acquisition, installation, and operation of utility and communication systems, data processing, cable and similar electronic equipment that use existing rights of way, easements, distribution systems, and facilities.

A-18. Activities that identify or grant permits to identify, the state of the existing environment (for example, inspections, surveys, and investigations) without alteration of that environment or capture of wild animals.

A-19. Deployment of military units on a temporary duty (TDY) basis where existing facilities are used and the activities to be performed have no significant impact on the environment. (REC required.)

A-20. Grants of easements for the use of existing rights-of-way for use by vehicles; electrical, telephone, and other transmission and communication lines; transmitter and relay facilities; water, wastewater, stormwater, and irrigation pipelines, pumping stations, and facilities; and for similar public utility and transportation uses. (REC required.)

A-21. Grants of leases, licenses, and permits to use existing Army controlled property for non-Army activities, provided there is an existing land-use plan that has been environmentally assessed and the activity will be consistent with that plan. (REC required.)

A-22. Grants of consent agreements to use a Government-owned easement in a manner consistent with existing Army use of the easement; disposal of excess easement areas to the underlying fee owner. (REC required.)

A-23. Grants of licenses for the operation of telephone, gas, water, electricity, community television antenna, and other distribution systems normally considered as public utilities. (REC required.)

A-24. Transfer of real property administrative control within the Army, to another military department, or other Federal agency, including the return of public domain lands to the Department of Interior and reporting of property available for outgranting; and grants of leases, licenses, permits, and easements for use of excess or surplus property without significant changes in land use. (REC required.)

A-25. Disposal of uncontaminated buildings and other improvements for removal off-site. (REC required.)

A-26. Studies that involve no commitment of resources other than manpower. (REC required.)

A-27. Study and test activities within the procurement program for Military Adaptation of Commercial Items for items manufactured in the U.S. (REC required.)

A-28. Development of table organization and equipment documents, no fixed location or site.

A-29. Grants of leases, licenses, and permits to use DA property for or by another governmental entity when such permission is predicated upon compliance with the NEPA. (REC required.)

#### Section II: Screening Criteria

A-30. A CX is a category of actions that do not individually or cumulatively have a significant effect on the human environment and for which, therefore, neither an EA nor an EIS is required.

A-31. A CX may be used only when the criteria of paragraphs 4-1 and 4-2 have been applied and each of the following are true:

(a) This action is not a major federal action significantly affecting the quality of the human environment.

(b) There are minimal or no individual or cumulative effects on the environment as a result of this action.

(c) There is no environmentally controversial change to existing environmental conditions.

(d) There are no extraordinary conditions associated with this project.

(e) This project does not involve the use of unproven technology.

(f) This project involves no greater scope or size than is normal for this category of action.

(g) There is no potential of an already poor environment being further degraded.

(h) This action does not degrade an environment that remains close to its natural condition.

(i) There are no threatened or endangered species (or critical habitat), significant archaeological resources, National Registered or National Register eligible historical sites, or other statutorily protected resources.

(j) This action will not adversely affect prime or unique agricultural lands, wetlands, coastal zones, wilderness areas, aquifers

floodplains, wild and scenic rivers, or other areas of critical environmental concern.

## Appendix B—References

### Section I

#### Required Publications

AR 360-5

Army Public Affairs, Public Information.

### Section II

#### Related Publications

A related publication is merely a source of additional information. The user does not have to read it to understand the regulations.

AR 5-10

Reduction and Realignment Actions.

AR 11-27

Army Energy Program.

AR 95-50

Airspace and Special Military Operation Requirements.

AR 140-475

Real Estate Selection and Acquisition: Procedures and Criteria.

AR 200-1

Environmental Protection and Enhancement.

AR 210-10

Administration.

AR 210-20

Master Planning for Army Installations.

AR 335-15

Management Information Control System.

AR 360-5

Department of the Army Information Security Program.

AR 385-10

Army Safety Program.

AR 420-40

Historic Preservation.

AR 530-1

Operations Security (OPSEC).

DODD 4100.15

Commercial Activities Programs.

DODD 6050.1

Environmental Effects in the United States of Department of Defense Actions.

DODD 6050.7

Environmental Effects Abroad of Major Department of Defense Actions.

### Section III

#### Related Form

DD Form 1391

Military Construction Project Data.

## Appendix C—National Environmental Policy Act

(42 U.S.C. 4321 *et seq.*)

## Appendix D—Contents of the Environmental Impact Statement (EIS)

### D-1. Cover Sheet

The cover sheet will not exceed one page (40 CFR 1502.11) and will include—

(a) A cover sheet preceded by a protective cover sheet that contains the following statement: "The material contained in the attached (final or draft) Environmental Impact Statement is for internal coordination use only and may not be released to non-Department of Defense Agencies or

individuals until coordination has been completed and the material has been cleared for public release by appropriate authority." This sheet will be removed prior to filing the document with EPA.

(b) A list of responsible agencies including the lead agency and any cooperating agency.

(c) The title of the proposed action that is the subject of the statement and, if appropriate, the titles of related cooperating agency actions, together with State and

county (or other jurisdiction as applicable) where the action is located.

(d) The name, address, and telephone number of the person at the agency who can supply further information, and, as appropriate, the name and title of the major approval authority in the command channel through HQDA staff proponent.

(e) A designation of the statement as a draft, final, or draft or final supplement.

(f) A one-paragraph abstract of the statement that should describe only the need for the proposed action, alternative actions, and the significant environmental consequences of the proposed action and alternatives.

(g) The date by which comments must be received, computed in cooperation with the EPA. (See example cover sheet, Figure D-1.)

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LEAD AGENCY: Department of the Army, TRADOC.

COOPERATING AGENCY(IES): (if any) U.S. Forest Service,  
U.S. Department of Agriculture.

TITLE OF THE PROPOSED ACTION: Development of training  
area, Fort Pleasant, Maryland.

AFFECTED JURISDICTION: State of Maryland; Smith, Taylor,  
and Jones Counties.

PREPARER/PROPONENT APPROVED (OR REVIEWED BY): Name,  
address and telephone number, name and title of  
proponent. (i.e., Installation Commander or program  
manager).

REVIEWED BY: Name and title of the environmental  
coordinator

APPROVED BY: Name and title of any intermediate  
proponent (i.e., MACOM commander); Name and title of Army  
Staff proponent (i.e., Director of program affected by  
EIS).

ABSTRACT: One paragraph summary.

REVIEW COMMENT DEADLINE: (Computed in cooperation with  
EPA guidance).

**Figure D-1. Example cover sheet**

## D-2. Summary

The summary will stress the major conclusions of environmental analysis, areas of controversy, and issues yet to be resolved. It should list all Federal permits, licenses, and other entitlements that must be obtained prior to proposal implementation. Further, a statement of compliance with the requirements of other Federal environmental protection laws will be included (40 CFR 1502.25).

In order to simplify consideration of complex relationships, every effort will be made to present the summary of alternatives and their impacts in a graphic format with the narrative. This summary should not exceed 10 pages.

## D-3. Table of Contents

This section will provide for the table of contents, list of figures and tables, and a list of all referenced documents, including a bibliography of references within the body of the EIS. The table of contents should have enough detail so that searching for sections of text is not difficult.

## D-4. The Purpose of and Need for the Action

This section should clearly state the nature of the problem and discuss how the proposed action or range of alternatives would solve the problem. This section is designed specifically to call attention to the benefits of the proposed action. If a cost-benefit analysis has been prepared for the proposed action, it may be included here, or attached as an appendix and referenced here. This section will briefly give the relevant background information on the proposed action and summarize its operational, social, economic, and environmental objectives.

## D-5. Alternatives Considered

This section presents all reasonable alternatives and their environmental impacts. An examination of each specific proposal in clear terms is required. This section should be written in simple, nontechnical language for the lay reader. A no action alternative will be included (40 CFR 1502.14(d)). For actions other than construction, the term no action is often misleading because a continuation of the status quo is implicit. This section needs no examination of the status quo. A preferred alternative need not be identified in the DEIS; however, a preferred alternative generally must be included in the FEIS (40 CFR 1502.14(e)).

A simple title or a letter or numerical symbol may be used for each of the discussed alternatives (for example, alternative A). Reference to the title or designation will be continued uniformly throughout the document in the appropriate sections. The environmental impacts of the alternatives will be presented in comparative form, thus sharply defining the issues and providing a clear basis for choice among the options that are provided the decisionmaker and the public (40 CFR 1502.14). The information should be summarized in a brief, concise manner. The use of tabular or matrix format is encouraged to provide the reviewer with an at-a-glance review. In sum, the following points are required:

(a) A description of all reasonable alternatives including the preferred action, alternatives beyond DA jurisdiction (40 CFR 1502.14(c)), and the no action alternative.

(b) A comparative presentation of the environmental consequences of all reasonable alternative actions including the preferred alternative.

(c) A description of the mitigation measures nominated for incorporation into the proposed action and alternatives, as well as mitigation measures that are available but not incorporated.

(d) Listing of any alternatives that were eliminated from detailed study. A brief discussion of the reasons for which each alternative was eliminated.

## D-6. Affected Environment

This section will contain information about existing conditions in the affected areas necessary to understand the potential effects of the alternatives under consideration (40 CFR 1502.15). Environments created by the implemented proposal will be included as appropriate. Affected elements could include, for example, biophysical characteristics (ecology and water quality); land use and land use plans; architectural, historical, and cultural amenities; utilities and services; and transportation. This section will not be encyclopedic. It will be written clearly and the degree of detail for all points covered will be related to the significance and magnitude of expected impacts. Elements not impacted by any of the alternatives need only be presented in summary form or referenced.

## D-7. Environmental and Socioeconomic Consequences

This section of the EIS forms the scientific and analytic basis for the summary comparison of effects discussed in D-5. The following will be discussed (40 CFR 1502.16):

(a) Direct effects and their significance. Include in the discussion the direct impacts on human health and welfare and on other forms of life and related ecosystems. Examples of direct effect might include noise from military helicopter operations or the benefits derived from the installation of wet scrubbers to meet air quality control standards.

(b) Indirect effects and their significance. Include here socioeconomic impacts. Many Federal actions attract people to previously unpopulated areas and indirectly induce pollution, traffic congestion, and haphazard land development. Conversely, other actions may disperse the existing population. Aircraft noise often affects future development patterns, and air pollution abatement operations may result in secondary water pollution problems.

(c) Possible conflicts between the proposed actions and Federal, regional, State, and local (including Indian tribe) land and airspace use plans, policies, and controls for the area concerned. Compare the land use aspects of the proposed action and discuss possible conflicts, such as siting an extremely noisy activity adjacent to a residential area, leasing land for purposes inconsistent with State wildlife management, or creating conflicts with prime and unique farmland policies.

(d) The environmental effects of alternatives, including the proposed action.

(1) Impacts of the alternatives, including a worst case analysis where there are gaps in relevant information or scientific uncertainty.

(2) Adverse environmental effects that cannot be avoided should the proposal be implemented. Include the relationship between short-term uses of the human environment and the maintenance and enhancement of long-term productivity. The section should discuss the extent to which the proposed action and its alternatives involve short-term vs. long-term environmental gains and losses. In this context, short-term and long-term do not refer to any rigid time period and should be viewed in terms of the environmentally significant consequences of the proposed action. Thus, short-term can range from a very short period of time during which an action takes place to the expected life of a facility.

(e) Energy requirements and conservation potential of various alternatives and mitigation measures. Consult the Energy Resource Impact Statement (AR 11-27), when applicable, to satisfy this requirement. Account for the energy consumption of each proposed alternative and associated economics. Discuss, where appropriate, the uses of renewable and nonrenewable energy resources. Conservation techniques that could attenuate energy consumption should also be discussed within this section; for example, the use of insulation for newly constructed family housing that would reduce the long-term consumption of fuel oil or natural gas.

(f) Natural or depletable resource requirements and conservation potential of various mitigation measures. Include discussion of any irreversible or irretrievable commitments of resources that would be involved in the proposal should it be implemented. The term resources should include—

(1) Materials. Discuss materials in short supply such as metals and wood, but do not include materials that are plentiful or have competitive alternatives (for example, aggregate or fill materials).

(2) Natural. Discuss the use of natural resources resulting in irrevocable effects such as ecosystem imbalance, destruction of wildlife, loss of prime and unique farmlands. Specifically include consumption of natural energy resources in short supply, such as oil or natural gas.

(3) Cultural. Discuss destruction of human interest sites, archaeological and historical, scenic views or vistas, or valued open space. Reiterate lasting socioeconomic effects the proposed action might have on the surrounding community.

(g) Urban quality, historic and cultural resources, and the design of the built environment, including reuse and conservation potential of various alternatives and mitigation measures. Discuss the effect on adjacent neighborhoods and the city at large. Examine the effects on physical design features (also known as the built environment) and resultant impacts on social interaction areas such as privacy, public opinion, personnel perceptions, and other aspects of the social environment. Review the

reuse potential of existing building space and its time-use allocation, usually referred to as time and spatial management. (Time and spatial management allows for conservation of energy and other resources by discouraging new construction and operation until all existing building and time allocations have been fully scrutinized for alternate reuse.)

(h) Means to mitigate adverse environmental effects. Include mitigation not already included as part of the various alternatives. Also, specify mitigations that require action by other agencies or outside parties.

#### D-8. List of Preparers

The EIS will list the names of its preparers, together with their qualifications (expertise, experience, and professional disciplines.) (40 CFR 1502.17). Include those people who were primarily responsible for preparing (research, data collection, and writing) the EIS or significant background or support papers, and basic components of the statement. When possible, the people who are responsible for a particular analysis, as well as an analysis of background papers, will be identified. If some or all of the preparers are contractors' employees, they may be identified as such. Identification of the firm that prepared the EIS is not, by itself, adequate to meet the requirements of this point. Normally, the list will not exceed two pages.

#### D-9. Distribution List

For the DEIS, a list will be prepared indicating from whom review and comment is requested. The list will include public agencies and private parties or organizations. The FEIS will normally only list those who have commented or shown an interest in the proposed action.

#### D-10. Index

The index will be an alphabetical list of topics in the EIS, especially of the types of effects induced by the various alternative actions. Reference may be made to either page number or paragraph number.

#### D-11. Appendices

If an agency prepares an appendix to an EIS, the appendix will—

- (a) Consist of material prepared in connection with an EIS (as distinct from material that is not so prepared and incorporated by reference).
- (b) Consist only of material that substantiates any analysis fundamental to an impact statement.
- (c) Be analytic and relevant to the decision to be made.
- (d) Be circulated with the EIS or readily available upon request.

### Appendix E—Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA)

(40 CFR Parts 1500–1508)

### Appendix F—Implementing a Monitoring and Methodology Program<sup>1</sup>

#### F-1. Mitigation

(a) The 1978 CEQ regulations for implementing NEPA recognizes the following five means of mitigating an environmental impact:

- (1) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (2) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (3) Rectifying the impact by repairing, rehabilitating, or restoring the effect on the environment.
- (4) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(5) Compensating for the impact by replacing or providing substitute resources or environments (40 CFR 1508.20).

(b) The intention of mitigation is to reduce the effects of the action on the environment. The five means of mitigation (see (a), above) are discussed in (1) through (5) below.

(1) Avoidance. This method avoids environmental impact by not performing certain activities; for example, allowing tracked vehicles to cross only at designated improved stream crossings. This restriction would reduce the effects on a stream resulting from random access, such as increased turbidity caused by bank erosion and bottom disturbance caused by the tracks.

(2) Limitation of action. The extent of an impact can be reduced by limiting the degree or magnitude of the action; for example, changing the firing time or the number of rounds fired on artillery ranges to reduce the noise impact on nearby residents. In the example in (a) above, the number of authorized stream crossings would have been limited or minimized.

(3) Restoration of the environment. This method restores the environment to its previous condition or better. Movement of troops and vehicles across vegetated areas often destroys vegetation. This impact can be mitigated by either reseeded or replanting the areas with native plants after the exercise.

(4) Preservation and maintenance operations. This method designs the action so as to reduce adverse environmental effects. Examples include maintaining erosion control structures, using air pollution control devices, and encouraging car pools in order to reduce transportation effects such as air pollution, energy consumption, and traffic congestion.

(5) Replacement. This method replaces the resource or environment that will be impacted by the action. Replacement can occur in-kind or otherwise; for example, replace deer habitat in the project area with deer habitat in another area; or, replace fisheries habitat with deer habitat. This replacement can occur either on the site of impact or at another location. This type of mitigation is often used in water resources

projects. For example, if an action were destroying some of the installation's best deer habitat, a potential mitigation would be developing another section of the installation into deer habitat. This is an example of an in-kind replacement at a different site.

#### F-2. Identification of Mitigation Techniques

(a) Introduction. Identifying and evaluating mitigation techniques involves using experts familiar with the predicted environmental impacts. A single mitigation measure will often alleviate several different impact.

(b) Sources of information. Many potential sources of information exist concerning the mitigation of various environmental effects. The following sources of information are available on post: Other sources are as follows:

(1) Within the DA, there are sources such as the Army Environmental Hygiene Agency (AEHA), the major Army command (MACOM) environmental office, the Army Environmental Office, U.S. Army Corps of Engineers (USACE) research laboratories (for example, U.S. Construction Engineering Research Laboratory [USACE-CERL], U.S. Army Waterways Experiment Station, and U.S. Cold Regions Research Laboratory), USACE Huntsville Division, and the military assistance offices in certain districts.

(2) State agencies are another potential source of information. The appropriate POC within these agencies may be obtained from the installation environmental office.

(3) Another source is directories such as USA-CERL Technical Report N-40,<sup>2</sup> as discussed in Engineering Technical Note 79-6.<sup>3</sup>

(4) Another source on mitigation procedures is Ramifications/Mitigation statements from USA-CERL's Environmental Impact Computer System (EICS).<sup>4</sup>

(5) Local interest groups may also be able to help identify potential mitigation measures.

(c) Example mitigation techniques. Several different mitigation techniques have been used on military installations for a number of years. The following examples illustrate the variety of possible measures:

(1) There are maneuver restrictions in areas used extensively for tracked vehicle training. These restrictions are not designed to infringe on the military mission, but rather to reduce the amount of damage to the training area.

(2) Aerial seeding has been done on some installations to reduce erosion problems.

(3) Changing the time and/or frequency of operations has been used. This may involve changing the season of the year, the time of day, or even day of the week for various activities. This avoids noise impacts as well

<sup>1</sup> R. Lacey, et al., Compendium of Administrators of Land Use and Related Programs, Technical Report N-40/ADA057226 (USA-CERL July 1978).

<sup>2</sup> Coordination with Federal and State Land Use Agencies, Engineer Technical Note 78-6 (Department of the Army (DA), 8 February 1979).

<sup>3</sup> L. V. Urban, et al., Computer-aided Environmental Impact Analysis for Construction Activities; User Manual, Technical Report E-50/ADA008988 (USA-CERL, March 1975).

<sup>4</sup> From: John Fittipaldi, et al., Handbook for Environmental Impact Analysis and Planning, Technical Report N-130, U.S. Army Construction Engineering Research Laboratory (USA-CERL), October 1982, pp. 133-143.

as aesthetic, transportation, and some ecological problems.

(4) Reducing the effects of construction has involved using techniques that keep heavy equipment away from protected trees and quickly reseeded areas after construction.

(d) Mitigation alternatives. Consideration of all practical mitigation alternatives are considered. The emphasis is not on what can be theoretically accomplished, but on what can be accomplished for each alternative.

(1) Practical mitigations are those that the proponent can accomplish with the project's constraints such as manpower and money. Practical measures must be defined at the installation level; what may be practical on one post or at one time may not be practical on another. A number of items determine what is practical, including military mission, manpower restrictions, cost, institutional barriers, technical feasibility, and public acceptance. Practicality does not necessarily ensure resolution of conflicts among these items, rather it is the degree of conflict that determines practicality.

(2) The previous examples involved some amount of conflict in all these areas. Although mission conflicts are inevitable, they are not insurmountable. Therefore, the proponent should be cautious about declaring all mitigations impracticable and should carefully consider any manpower requirements. This may be a greater restriction than military mission conflicts.

(3) There is no standard rule of thumb applicable to mitigation activities. The key point concerning both the manpower and cost

constraints is that unless money is actually budgeted and manpower assigned, the mitigation does not exist. This will require coordination by the proponent office early in the process to allow enough time to get the mitigation activities into the budget cycle. If the mitigation is not funded on schedule with the action, the action can be judicially stopped.

(4) Mitigations that do not fall directly within the definition of practical must still be considered, including those to be accomplished by other agencies. The proponent must coordinate with these agencies so that they can plan to obtain the necessary manpower and funds. Mitigations that were considered but rejected must be discussed, along with the reason for the rejection, within the EIS.

#### *F-3. Monitoring*

Monitoring is an integral part of any mitigation system and a way to examine an environmental mitigation. The two basic types of monitoring are as follows:

(a) Enforcement monitoring. Enforcement monitoring ensures that mitigation is being performed as described in the environmental document and ensuring that mitigation requirements and penalty clauses are written into any contracts. It also includes ensuring that these provisions are enforced. Before mitigation can take place on-post, it must be budgeted, scheduled, and the necessary manpower must be assigned. Any changes required in post regulations must be completed and enforced. The actual

mitigation (for example, aerial seeding of a training area) must be performed. Enforcement monitoring involves the monitoring of all these activities.

(b) Effectiveness monitoring. Effectiveness monitoring measures the success of the mitigation effort and/or the environmental effect. This must be a scientifically based quantitative investigation. Generally, qualitative measurements are not acceptable. However, it is not necessary to measure everything that may be affected by the action, only enough information to judge the method's effectiveness.

#### *F-4. Establishing a Monitoring System*

Establishment of a monitoring system must involve all appropriate offices that will be involved in its implementation. When evaluating several different potential monitoring systems, the ability to perform the monitoring is the most critical factor. This means that manpower—both on post and outside expertise—must be available. Sufficient funds must also be available for the monitoring process. Figures F-1 through F-3 illustrate the steps in establishing a monitoring system. Figure F-1 is designed to help select the type of monitoring system needed. Figure F-2 shows the responsibilities of the lead agency in establishing an enforcement monitoring program. Figure F-3 illustrates the steps necessary to establish an effectiveness monitoring program.

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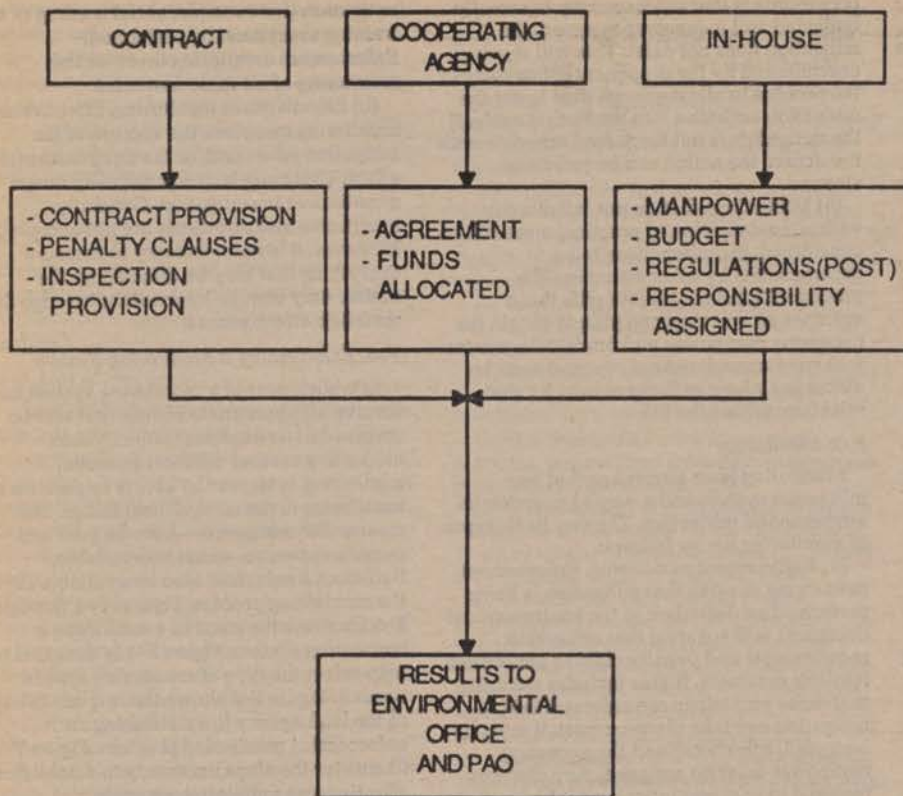


Figure F-1. Monitoring mitigations

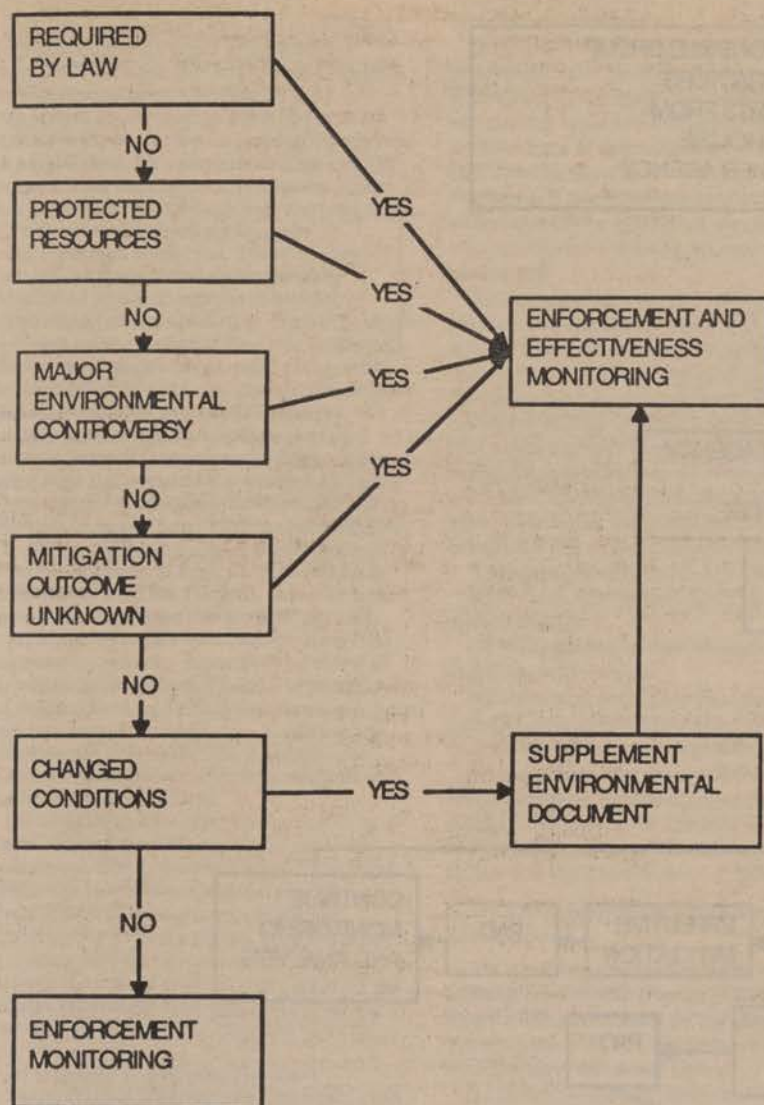


Figure F-2. Enforcement monitoring

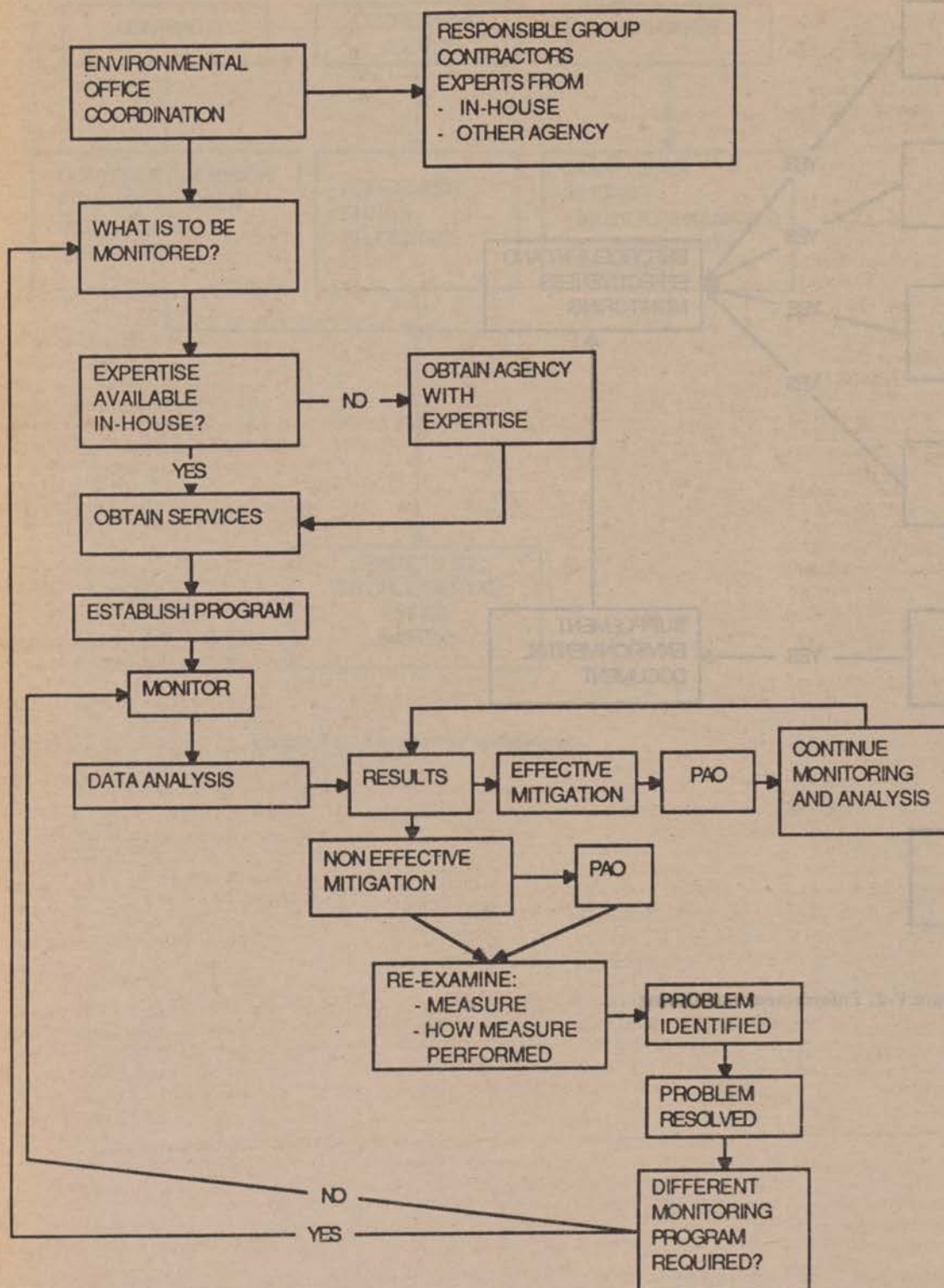


Figure F-3. Effectiveness monitoring

#### F-5. Type of Monitoring Program

AR 200-1 and other laws and regulations help determine the types of monitoring program. There are five basic considerations for monitoring programs (Figure F-1):

(a) Legal requirements. Permits for some actions will require that a monitoring system be established, for example, dredge and fill permits from the Corps of Engineers. These will generally require both enforcement and effectiveness monitoring programs.

(b) Protected resources. These include Federal- or State-listed endangered or threatened species, important historic or archaeological sites (whether or not these are included on the National Register of Historic Places), wilderness areas, wild and scenic rivers, and other public or private protected resources. Private protected resources include areas such as Audubon Society Refuges, Nature Conservancy lands, or any other land that would be protected by law if it were under Government ownership, but is privately owned. If any of these resources are affected, an effectiveness and enforcement monitoring program must be undertaken in conjunction with the Federal, State, or local agency that manages the type of resource.

(c) Major environmental controversy. If a controversy remains regarding the effect of an action or the effectiveness of a mitigation, an enforcement and effectiveness monitoring program must be undertaken. Controversy includes not only scientific disagreement about the mitigation's effectiveness, but also public interest or debate.

(d) Mitigation outcome. The probability of the mitigation's success must be carefully considered. The proponent must know if the mitigation has been successful elsewhere. The validity of the outcome should be confirmed by expert opinion. However, the proponent should note that a certain technique, such as artificial seeding with the natural vegetation, that may have worked successfully in one area, may not work in another.

(e) Changed conditions. The final consideration is whether any condition, such as the environmental setting, have changed (for example, a change in local land use around the area, or a change in project activities, such as increased amount of acreage being used or an increased movement of troops). Such changes will require preparation of a supplemental impact evaluation and additional monitoring. If none of these conditions are met (that is, requirement by law, protected resources, no major controversy is involved, effectiveness of the mitigation is known, and the environmental or project conditions have not changed), then only an enforcement monitoring program is needed. Otherwise, both an enforcement and effectiveness monitoring program will be required.

#### F-6. Enforcement Monitoring Program Development

The development of an enforcement monitoring program is governed by who will actually perform the mitigation (Figure F-2). The following three different groups may actually perform the work: a contractor, a cooperating agency, or a lead agency (in-house). However, the lead agency is

ultimately responsible for performing any mitigation activities.

(a) Contract performance. Several provisions must be made in work to be performed by contract. The lead agency must ensure that contract provisions include the performance of the mitigation activity and that penalty clauses are written into the contracts. It must provide for timely inspection of the mitigation measures and is responsible for enforcing all contract provisions.

(b) Cooperating agency performance. The lead agency must ensure that if a cooperating agency performs the work, it understands its role in the mitigation. The lead agency must determine and agree upon how the mitigation measures will be funded. It must also ensure that any necessary formal paperwork such as cooperating agreements are complete.

(c) Lead agency performance. If the lead agency performs the mitigation, the proponent has several responsibilities to—

(1) Ensure that needed tasks are performed.

(2) Provide appropriate funding in the project budget.

(3) Make arrangements for necessary manpower allocations.

(4) Make any necessary changes in the agency (installation) regulations (such as, environmental or range regulations).

(d) Results. In any case, whether the mitigation is performed by contract, a cooperating agency, or the lead agency, all results will be sent to the Public Affairs Office and the Environmental Office on post.

#### F-7. Effectiveness Monitoring Program Development

Effectiveness monitoring is the most difficult to establish (Figure F-3). The responsible agent, such as the Director of Training, should coordinate the monitoring with the Environmental Office.

(a) Determination of what is to be monitored. The first step in this type of monitoring program is to determine what must be monitored. This determination should be based on criteria discussed during the establishment of the system; for example, the legal requirements, protected resources, area of controversy, known effectiveness, or changed conditions. Initially, this can be a very broad statement, such as reduction of impacts on a particular stream by a combination of replanting, erosion control devices, and range regulations.

(b) Finding expertise. The next step is finding the expertise necessary to establish the monitoring system. The expertise may be available on-post; Table F-1 lists potential sources on a military installation. If it is not available, it must be obtained from an outside source. Directories such as USA-CERL Technical Report N-40<sup>5</sup> may provide

the needed information. In addition, local universities may have specialists and local interest groups who can identify experts within a particular field. This may be particularly helpful if a mitigation is considered controversial.

(c) Establishment of a program. After a source of expertise is located, the program can be established, using the following five technical criteria:

(1) Any parameters used must be measurable; for example, the monitor must be quantitative and statistically sound.

(2) A baseline study must be completed before the monitoring begins in order to identify the actual state of the system prior to any disturbance.

(3) The monitoring system must have a control, so that it can isolate the effects of the mitigation procedures from effects originating outside the action.

(4) The system's parameters and means of measuring them must be replicable.

(5) Parameter results must be available in a timely manner so that the decisionmaker can take any necessary corrective action before the effects are irreversible.

Table F-1. Potential Monitoring and Mitigation Expertise

<i>Ecology</i>	Installation Environment Specialist
	Installation Wildlife Officer
	Installation Forester
	Installation Natural Resource Committee
<i>Health and Safety</i>	Corps District Environmental Staff
	Installation Preventive Medicine Officer
	Installation Safety Officer
	Installation Hospital
<i>Air Quality</i>	Installation Mental Hygiene or Psychiatry Officer
	Chaplain's Office
	Installation Environmental Specialist
	Installation Preventive Medicine Officer
<i>Water Quality</i>	Installation Environmental Specialist
	Installation Preventive Medicine Officer
	Corps District Environmental Staff
	Socioeconomic
<i>Socioeconomic</i>	Personnel Office
	Public Information Officer
	Corps District Economic Planning Staff
	Earth Science
<i>Earth Science</i>	Installation Environmental Specialist
	Corps District Geotechnical Staff
	Land Use Impacts
	Installation Master Planner
<i>Noise</i>	Corps District Community Planners
	Preventive Medicine Officer
	Directorate of Engineering and Housing
	Installation Master Planner

<sup>5</sup> R. Lacey, et al., *Compendium of Administrators of Land Use and Related Programs*, Technical Report N-40/ADA057226 (USA-CERL, 1978)

Table F-1. Potential Monitoring and Mitigation Expertise—Continued

*Aesthetics*

Installation Landscape Architect  
Corps District Landscape Architects

*Energy and Resource Conservation*

Installation Environmental Specialist

*Historic and Archaeological Resources*

Installation Environmental Specialist

Installation Historian or Architect  
Corps District Archaeologist

*Airspace*

Installation Air Traffic and Airspace Officers

Department of the Army Regional Representative to the Federal Aviation Administration

Department of the Army Aeronautical Services Office

Military Airspace Management System (MAMS)

Installation Range Control Officer

(d) Program management. There are several program management considerations. First, not every mitigation has to be monitored separately. The effectiveness of several mitigation actions can be determined by one measurable parameter. For example, the turbidity measurement from a stream can include the combined effectiveness of mitigation actions such as reseeding, maneuver restrictions, and erosion control devices. However, if a method combines several parameters and a critical change is noted, each mitigation measurement must be examined to determine the problem.

(e) Initiation of program. The next step is to initiate the monitoring program. In most cases, a monitor should be established well before the action begins, particularly when biological variables are being measured and investigated. At this stage, any necessary contracts, funding, and manpower assignments must be initiated.

(f) Sample collection, data analysis, and coordination. The next step in the monitoring program is sample collection and data analysis. A nontechnical summary of the data analysis should be provided to the Public Affairs Office, which will handle routine information requests related to the program. Technical results from the analysis should be sent to the installation environmental office, which will coordinate them with the proponent. Other related coordination with the concerned public and other agencies, as arranged through development of the mitigation plan, will be handled through the environmental office.

(g) Continuation of program.

(1) If the mitigations are effective, the monitoring should be continued. However, even if a noneffective result is obtained, a nontechnical summary should still be sent to the Public Affairs Office. The Environmental Office and the responsible group should reexamine the mitigation measures with the experts. The problem may be either inadequacy of the mitigation measure, in the performance, or in the monitoring.

(2) Once the problem is identified, the responsible group and the experts should

determine whether more detailed information is needed, whether the monitoring is being implemented incorrectly, or whether the mitigation is inadequate.

(3) After the problem is resolved, the group must determine whether a different monitoring system should be established. If the old program is adequate, it should be continued; however, if a different program is required, then a new system must be established.

#### Appendix G—Requirements for Environmental Considerations—Global Commons

(Refer to Department of Defense, Final Procedures, 32 CFR Part 197, Enclosure 1.)

#### Appendix H—Requirements for Environmental Considerations—Foreign Nations and Protected Global Resources

(Refer to Department of Defense, Final Procedures issued April 12, 1979 (44 FR 21786), 32 CFR Part 197, Enclosure 2. Adopted herewith except that references to the Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics) are changed to Assistant Secretary of Defense (Production and Logistics).)

#### Appendix I—Glossary

##### Section I

##### Abbreviations

ARNG  
Army National Guard  
ARSTAF  
Army Staff  
ASA (I&L)  
Assistant Secretary of the Army (Installations and Logistics)  
CEQ  
Council on Environmental Quality  
CERCLA  
Comprehensive Environmental Response Compensation and Liability Act  
CX  
Categorical exclusions  
DA  
Department of the Army  
DEIS  
Draft Environmental Impact Statement  
DESOH  
Deputy of Environment, Safety, and Occupational Health  
DOD  
Department of Defense  
EA  
Environmental assessment  
EIS  
Environmental Impact Statement  
EPA  
Environmental Protection Agency  
FEIS  
Final Environmental Impact Statement  
FNSI  
Finding of No Significant Impact  
FR  
Federal Register  
FS  
Feasibility study  
HQDA  
Headquarters, Department of Army  
I&L  
Installation and logistics

##### MACOM

Major Army command  
NEPA  
National Environmental Policy Act  
NOA  
Notice of availability  
NOI  
Notice of Intent  
OASA (I&L)  
Office of the Assistant Secretary of the Army, (Installation and Logistics)  
OCLL  
Office of the Chief of Legislative Liaison  
OCPA  
Office of the Chief of Public Affairs  
OSD  
Office of the Secretary of Defense  
POC  
Point of contact  
REC  
Record of environmental consideration  
ROD  
Record of decision  
SARA  
Superfund Amendments and Reauthorization Act  
SOFA  
Status of Forces Agreement

##### Section II

##### Terms

Categorical exclusion (CX)

A category of actions that do not require an EA or an EIS because DA has determined that the actions do not have an individual or cumulative impact on the environment. (Refer to Subpart D for further discussion.)

Closure of a majority installation

(Except where the only significant impacts are socioeconomic with no significant biophysical environmental impact), "Majority military installation" is defined in chapter 2 of "Department of Defense Base Structure Report" as "A contiguous parcel of land with facilities and improvements thereon having a command and control organization providing a full range of BASOPS (base operations) functions in support of assigned missions." Compare with the definition of a "minor installation," which is "under the command of and receives resources support from the commander of another installation which is geographically distant."

Foreign government

A government regardless of recognition by the United States, political factions, and organizations that exercises governmental power outside the United States.

Foreign nations

Any geographic area (land, water, and airspace) that is under the jurisdiction of one or more foreign governments. It also refers to any area under military occupation by the United States alone or jointly with any other foreign government. Includes any area that is the responsibility of an international organization of governments also includes contiguous zones and fisheries zones of foreign nations.

Global commons

Geographical areas outside the jurisdiction of any nation. They include the oceans outside territorial limits and Antarctica. They do not include contiguous zones and fisheries zones of foreign nations.

**HQDA proponent**

As the principal planner, implementer, and decision authority for a proposed action, the HQDA proponent is responsible for the substantive review of the environmental documentation and its thorough consideration in the decisionmaking process.

**Major Federal action**

Reinforces, but does not have a meaning independent of, "significantly affecting the environment," and will be interpreted in that context. A Federal proposal with "significant effects" requires an environmental impact statement, whether it is "major" or not. Conversely, a "major federal action" without "significant effects" does not necessarily require an EIS.

**Preparers**

Personnel from a variety of disciplines who write environmental documentation in clear and analytical prose. They are primarily responsible for the accuracy of the document.

**Proponent**

Proponent identification is dependent on the nature and scope of a proposed action as follows:

(1) Any Army structure may be a proponent. For instance, the installation/activity Facility Engineer (FE)/Director of Engineering and Housing becomes the proponent of installation-wide Military Construction Army (MCA) and Operations and Maintenance (O&M) Activity; Commanding General, U.S. Army Training and Doctrine Command (TRADOC) becomes the proponent of a change in initial entry training. The proponent may or may not be the preparer.

(2) In general, the proponent is the lowest level decisionmaker. It is the unit, element, or organization that is responsible for initiating and/or carrying out the proposed action. The proponent has the responsibility to prepare

and/or secure funding for preparation of the environmental documentation.

**Significantly affecting the environment**

An action, program or project that would violate existing pollution standards; cause water, air, noise, soil or underground pollution; impair visibility for substantial periods of any day; cause interference with the reasonable peaceful enjoyment of property or use of property; create an interference with visual or auditory amenities; limit multiple use management programs for an area; cause danger to the health, safety, or welfare of human life; or cause irreparable harm to animal or plant life in an area. Significant beneficial effects also do occur and must be addressed if applicable. (See 40 CFR 1508.27.)

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BILLING CODE 3710-08-M



# Resistant to Federal

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Wednesday  
November 16 1988

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## Part VIII

### Environmental Protection Agency

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Federal Agency Hazardous Waste  
Compliance Docket; First Six-Month  
Update of List of Federal Facilities and  
Revision to Initial List

# ENVIRONMENTAL PROTECTION AGENCY

[FRL-3468-5]

## Federal Agency Hazardous Waste Compliance Docket

**AGENCY:** Environmental Protection Agency.

**ACTION:** First six-month update of list of Federal facilities under CERCLA Section 120(c) and revisions to initial list.

**SUMMARY:** Section 120(c) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), requires the Environmental Protection Agency (EPA) to establish a Federal Agency Hazardous Waste Compliance Docket that contains certain information regarding Federal facilities that manage hazardous waste or have potential hazardous waste problems. CERCLA requires that the docket be updated every six months as new facilities are reported to EPA by Federal agencies. The following list identifies the Federal facilities to be included in the first six-month update of the docket. For each Federal facility that appears on the docket, the responsible Federal agency must complete, at a minimum, a Preliminary Assessment (PA) and, if warranted, a Site Inspection (SI) to determine if response actions are necessary. In addition to the update list, this notice includes a section comprising revisions to the initial list published earlier. At the time of publication of this notice, the new total number of Federal facilities listed on the docket is 1,170.

**DATE:** This list is current as of October 3, 1988.

**FOR FURTHER INFORMATION CONTACT:** Federal Facilities Docket Hotline, Telephone: (800) 548-1016 toll-free.

### SUPPLEMENTARY INFORMATION:

#### Table of Contents

- I. Introduction
- II. Revisions to the Initial Docket
- III. Process for Compiling the Updated Docket
- IV. Facilities Not Included
- V. Information Contained on Docket Listing

#### I. Introduction

The Federal Agency Hazardous Waste Compliance Docket ("docket") was required to be established under Section 120(c) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), 42 U.S.C. 9620(c), as amended by the Superfund Amendments and Reauthorization Act of 1986

(SARA). The docket contains information on Federal facilities that is submitted by Federal agencies to the U.S. Environmental Protection Agency ("EPA" or "the Agency") under sections 3005, 3010, and 3016 of the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. 6925, 6930, and 6937, and under Section 103 of CERCLA. The purpose of the docket is three-fold: (1) to identify the universe of Federal facilities that must be evaluated to determine if they pose risk to public health and the environment sufficient to warrant a response action and/or inclusion on the National Priorities List; (2) to compile and maintain the information submitted to EPA on these facilities under the provisions listed in Section 120(c) of CERCLA; and (3) to provide a mechanism to make this information available to the public.

The initial list of Federal facilities to be included in the docket was published on February 12, 1988 (53 FR 4280). This list must be updated every six months, beginning with the publication of the February notice, to include new facilities on the docket that are subsequently reported to EPA by Federal agencies. The first six month update of the docket is being published today. The definition of facility for docket purposes remains unchanged from that employed for the initial docket list (see 53 FR 4280 (1988)).

Today's notice is divided into two major sections: "Docket Revisions" and "Docket Update". The Docket Revisions section is a listing of corrections that are being made to the initial docket published on February 12, 1988. The Docket Update section is the list of newly identified facilities that have been reported to EPA since the compilation of the initial docket.

The information submitted to EPA on each Federal facility, as required by the above provisions, is contained in docket repositories located in the EPA Regional office where the facility is found. (See 53 FR 4280 (1988) for a description of the information required under these provisions.) All docket repositories are currently operational and available to the public. Each repository contains the documents submitted to EPA under the reporting provisions (and/or correspondence relevant to the reporting provisions) indicated for each facility. A complete national index of the information found in the Regional docket repositories will be maintained at EPA Headquarters in Washington, DC, and made available to the public. This index will also be available for public review at each Regional repository. Contact the Federal Facilities Docket Hotline for information on how

to arrange for review and copying of specific documents.

## II. Revisions to the Initial Docket

Revisions to the initial docket can be divided into three overall categories: (1) facilities being removed from the list; (2) facilities being added to the list; and (3) corrections. Each entry in the Revisions section has been labelled with a code indicating the reason for the change. A key to these codes is found below.

Necessary revisions to correct the initial docket were identified by both EPA and Federal agencies. These revisions vary from simple address and spelling changes to facility name changes and ownership corrections. Many are simply typographical or typesetting errors. The affected Federal agencies have been notified previously of the revisions being published today.

Facilities are being removed from the docket for a number of reasons, such as the facility is not Federally owned, incorrect reporting of hazardous waste activity, change in Federal ownership, exemption as a Small Quantity Generator (SQG), etc. Facilities being removed will no longer be required to conduct a Preliminary Assessment (PA) as required by CERCLA Section 120(d) for docket facilities.

Some facilities are being added to the docket now because they were inadvertently not included on the initial list. In most cases, the additions are the result of new information obtained by EPA indicating that a facility should have been listed in the February notice. For all facilities being added in this section, the responsible agency will have 18 months from the date of this publication to complete the required PA and Site Inspection (SI), if warranted.

EPA is today clarifying its policy of not listing SQGs under RCRA on the docket. The intent of the original policy was to exempt facilities from docket listing that were *solely* SQGs and had never produced more than 1,000 kg in any month. EPA did not include on the initial docket a number of SQGs that had also reported under RCRA Section 3016 or CERCLA Section 103. The Agency believes that if a facility reports a release under Section 103 or other hazardous waste activity, it is no longer considered to be solely a SQG. EPA believes that these facilities must be assessed to determine if cleanup actions are necessary. Therefore, today the Agency is adding to the docket SQGs that had previously reported to EPA under other reporting provisions. Again, these facilities will have 18 months to complete the appropriate assessment.

The corrections subsection is shown in a slightly different format due to the nature of the revisions, which include typographical errors, name and address changes, and changes in the reporting mechanisms. For each facility, the original entry as it appeared in the February notice is shown directly above the corrected entry for easy comparison. These entries are organized alphabetically by state instead of by Federal agency.

In the process of compiling the documents for the Regional repositories, EPA identified a number of facilities that had previously submitted a PA report, SI report, or in the case of some Defense facilities, an Installation Restoration Program (IRP) report, yet had not submitted a Section 103 notification form. Section 120(c)(3) of CERCLA requires that EPA include information submitted under Section 103 in the docket. In general, Section 103 requires any person who has knowledge of known, suspected, or likely releases of hazardous substances from a facility to notify EPA. Thus, the Agency believes that information it has received by means of the above-mentioned reports should be included in the docket regardless of the absence of formal Section 103 notification. Therefore, the docket record for each of these facilities is being corrected to indicate this reporting.

### III. Process for Compiling the Updated Docket

In compiling the newly-reported facilities for the update being published today, EPA extracted the names, addresses, and identification numbers of facilities from the three EPA data bases (the RCRA Section 3016 inventory data base, the Hazardous Waste Data Management System, and the CERCLA data base) that contain Federal facility information submitted under the four provisions listed in Section 120(c).

Extensive computer checks compared the initial docket list with the information obtained from the above data bases to determine which facilities were, in fact, newly reported and qualified for inclusion on the update. The Agency has found it extremely difficult to reconcile the file structures and reporting differences in the various data bases for docket purposes. Consequently, it is possible that some individual sites were included in this update instead of, or in addition to, the overall facility as required. It is also possible that state-owned or privately-owned facilities have been included in spite of the quality assurance efforts that EPA has undertaken. These potential problems are the result of

historical procedures used to report and track Federal facility data and the Agency is working to resolve them. Federal agencies are requested to contact EPA's Docket Coordinator in writing at the following address if revisions to the update information being published are necessary:

Federal Facilities Docket Coordinator,  
US EPA, 401 M Street SW. (OS-503),  
Washington, DC 20460.

### IV. Facilities Not Included

EPA is not including the following categories of facilities in the docket at this time:

1. Facilities formerly owned by a Federal agency and now privately owned. However, facilities that are now owned by another Federal agency will remain on the docket with the responsibility resting with the current owner. The agency is still considering listing formerly-owned DOD facilities on the docket at a later time. However, a number of related policy issues have not yet been resolved. Therefore, formerly-owned facilities will not be listed on this update.

2. Any facilities not currently owned by a Federal agency. For example, facilities that are operated by the Federal government under state or private ownership will not be listed on the docket.

3. Small Quantity Generators that have never produced more than 1,000 kg in any month and have not reported spills under Section 103 or other hazardous waste activities under Section 3016.

4. Facilities that are solely transporters as reported under RCRA Section 3010.

5. Any facilities not reported by a Federal agency.

The agency will be collecting additional information in the coming months on whether or not to include one or more of these categories in future updates to the docket, and may solicit public comment on the issues at a later date.

### V. Information Contained on Docket Listing

As discussed above, the information below is divided into two separate sections. The first section is comprised of revisions to the list published on February 12, 1988. The revisions Section is broken into the following categories: facility removals, facility additions, corrections, and miscellaneous. Each facility on the revisions list is coded. This code refers to the code key preceding the lists, and indicates the specific reason(s) for revision. The second section is the list of new

facilities (not facilities added as corrections) that are being added at this six month update.

All facilities added to the docket today, either as revisions or newly added facilities have a "date of listing" indicator, shown as " \* " in this column. All facilities with " \* " in the date of listing column must submit PAs and SIs, if warranted, to EPA within 18 months of the date of this publication. This includes any facility changing responsible agencies (codes 21 and 22). These reports should be submitted to the CERCLA Federal Facility Coordinator in the appropriate EPA Regional office. Facilities listed in the corrections subsection do not have a date of listing column since the correction(s) for these facilities as shown in this notice do not affect the statutory assessment deadline; these facilities should have already submitted the required assessment(s) to EPA by April 17, 1988.

Facilities in both the revisions section and the update section are organized by State and then grouped alphabetically within each State by the Federal agency responsible for the facility, except for the corrections. As mentioned before, these entries are organized alphabetically by state. This information is then followed by the facility name and address, the statutory provision(s) under which the facility was reported to EPA (indicated by an "x" in the appropriate column(s)), the EPA Region where the facility is located, the correction code, and date of listing if appropriate.

The complete list of Federal facilities that now comprises the docket is not being published today. However, the list is available to interested parties and can be obtained by calling the Federal Facilities Docket Hotline. As today, the total number of Federal facilities that appear on the docket is 1,170.

J. Winston Porter,  
Assistant Administrator.

Date: October 21, 1988.

### I. DOCKET REVISIONS

#### Categories of Revisions for Docket Update by Correction Code

#### Categories for Facility Removal

- 1 Small Quantity Generator
- 2 Not Federally Owned
- 3 Formerly Owned
- 4 No Hazardous Waste Generated
- 5 Temporary Storage/One Time Permitted Disposal
- 6 Redundant Listing/Site on Facility
- 7 Combining Sites into One Facility/ Entries Combined

- 8 Does not Fit Facility Definition (all are vessels)  
 9 No Hazardous Waste (Responsible Agency Changed)  
 10 Small Quantity Generator (Responsible Agency Changed)  
 11 No Hazardous Waste (Temporary Storage Only)  
 12 Not Federally Owned (Small Quantity Generator)  
 13 Redundant Listing/Site on Facility (Agencies will Coordinate)

- 14 Small Quantity Generator (Never Actually Built)  
 Categories for Facility Addition  
 15 Small Quantity Generator w/ either a 3016 or 103  
 16 One Entry Being Split into Two/ Agency Responsibility Being Split  
 17 New Information Obtained Showing that Facility Should be Included  
 18 Facility was a Site on a Facility that was Disbanded, Now a Separate Facility

- 19 Sites was Combined into one Facility  
 Corrections  
 20 Typo Correction/Name Change/ Address Change/Reporting Provisions Change  
 Miscellaneous  
 21 Changing Responsible Agencies (New Responsible Agency has 18 mos. to submit PA)  
 22 Changing Responsible Agencies and Title (New Responsible Agency has 18 mos. to submit PA)

## REVISIONS TO 2/12/88 DOCKET.—REMOVALS

Agency	Facility Name	Facility address	City	State	ZIP Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	Corr Code
Army	US Army National Guard Alaska CSMS.	5300 E Tudor Rd.	Anchorage	AK	99507		X			10	2
Army	US Army National Guard 4th SCT BN HQ.	The Armory	Juneau	AK	99801		X			10	2
Army	US Army National Guard 1st BN SCT HQ.	433 Front St.	Nome	AK	99762		X		X	10	2
Army	US Army National Guard 5th SCT BN HQ.	4902 Jewel Lake Rd.	Anchorage	AK	99502		X			10	2
Army	US Army National Guard 2nd BN SCT HQ.	The Armory 370 4th Ave.	Bethel	AK	99559		X			10	2
Army	US Army Whittier Oil Storage Tank.	¾ Mi N of Town.	Whittier	AK	99693				X	10	2
Corps of Engineers, Civil.	US Army—COE Long Island.	Long Island (Ft. Tidball).	Long Island	AK	99506		X			10	3
Transportation	US Coast Guard Cutter Sedge (WLB-402).	Homer Spit.	Homer	AK	99603		X			10	8
Transportation	US Coast Guard Cutter Sweetbriar WLB-405.	Coast Guard Dock.	Cordova	AK	99574		X		X	10	8
Transportation	US Coast Guard Cutter Woodrush WLB-407.	Government Pier.	Sitka	AK	99835		X			10	8
Army	US Army Phosphate Development Works.	Natl Fertilizer Dev Center.	Muscle Shoals	AL	35660				X	4	13
NASA	Marshall Space Flight Center.	AB 44	Marshall Space Flight Ctr.	AL	35812	X	X	X	X	4	13
Army	Millwood Reservoir.	Route 1	Ashdown	AR	71822			X	X	6	4
Army	161st AREFG Air National Guard.	2001 S 32nd Street.	Phoenix	AZ	85034		X			9	10
Army	NI IND INC Riverbank Plt.	5300 Claus Rd.	Riverbank	CA	95367	X	X			9	6
Housing and Urban Development.	Oakland City of Housing Authority.	1180 25th Ave.	Oakland	CA	94601		X			9	2
Interior	US Bureau of Reclamation.	5520 Knoxville Rd.	NAPA	CA	94558		X			9	1
Interior	BLM—Washington Mine No. 5.	T33NR7WSEC17 St. NW.	French Gulch	CA	96033					9	2
Justice	US Border Patrol Station.	225 Kenney	El Cajon	CA	92020		X			9	9

## REVISIONS TO 2/12/88 DOCKET.—REMOVALS—Continued

Agency	Facility Name	Facility address	City	State	ZIP Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	Corr Code
NASA .....	NASA JPL Goldstone Tracking Facil.	36 Mi N of Barstow & Ft. Irwin.	Barstow .....	CA	92311 .....		X			9	13
NASA .....	H.L. Dryden Flight Research Facility.	PO Box 273 .....	Edwards .....	CA	93523-5000	X	X	X	X	9	13
Navy .....	Naval Training Center Camp Nimitz.		San Diego .....	CA	92133 .....				X	9	6
Navy .....	Public Works Center San Francisco.	Naval Supply Center Oakland.	Oakland .....	CA	94623 .....		X			9	4
Air Force .....	Dept. of Military Affairs.	1400 S. 3rd Ave.	Sterling .....	Co	80751 .....		X			8	1
Commerce .....	Delta Air Lines— Denver.	Stapleton Intl Airport.	Denver .....	CO	80238 .....		X			8	2
Interior .....	Rocky Mountain Nat'l Park.	Rocky Mtn. Nat'l Park.	Estes Park .....	Co	80517 .....		X			8	1
Interior .....	BLM—Standard Metals Corp. (Mayflower Mill).	T41NR7WSEC21 Hwy 110.	Silverton .....	CO	81433 .....				X	8	2
Postal Service .....	US Postal Service.	915 Housatonic Ave.	Bridgeport .....	CT	06604 .....		X			1	2
General Services Admin.	National Archives & Records Admin.	7th & Pennsylvania Ave NW.	Washington .....	DC	20408 .....		X			3	10
Health and Human Services.	Food and Drug Administra- tion.	Second & C Streets SW.	Washington .....	DC	20204 .....		X			3	1
Health and Human Services.	Saint Elizabeth's Hospital.	2700 Martin L King Ave SE.	Washington .....	DC	20032 .....		X			3	2
Agriculture .....	Osceola Forest Site #3.	Cortez Rd., South of Hwy 90.	Unincorporated Lake City.	FL	32055 .....				X	4	7
Agriculture .....	Osceola Forest Site #4.	West of Dirt Rd., off Rte. 772.	Unincorporated Lake City.	FL	32055 .....				X	4	7
Agriculture .....	Osceola Forest Site #6.	S. of Hwy 90 on Possum Trot Rd.	Unincorporated Lake City.	FL	32055 .....				X	4	7
Agriculture .....	Osceola Forest Site #2.	North of Hwy 100.	Unincorporated Lake City.	FL	32055 .....				X	4	7
Agriculture .....	Osceola Forest Site #1.	Hwy 100 .....	Unincorporated Lake City.	FL	32055 .....				X	4	7
Agriculture .....	Osceola Forest Site #5.	Hwy 90 to Osceola Forest Off ?.	Unincorporated Lake City.	FL	32055 .....				X	4	7
Army .....	USA Palatka AMSA 55-M.	4300 St. Johns Ave.	Palatka .....	FL	32077	X	X			4	3
Interior .....	Everglades National Park.	PO Box 279 .....	Homestead .....	FL	33030 .....		X			4	1
Navy .....	Naval Air Station Trumbo PT.	Palm Ave Causeway.	Key West .....	FI	33040 .....		X			4	6
Navy .....	Naval Air Station Richmond.	Coral Reef Dr .....	Perrine .....	FL	33157 .....			X	X	4	2
Navy .....	Naval Supply Center Fuel Depot Jacksonville.	Somers Road .....	Jacksonville .....	FL	32208 .....		X		X	4	6
Army .....	USA AMSA 54G—Augusta.	DFAE AFZP- FEC.	Fort Stewart .....	GA	31314	X	X		X	4	6
EPA .....	US EPA Environmen- tal Research Lab.	College Station Road.	Athens .....	GA	30613 .....		X			4	1
Health and Human Services.	Center for Disease Control.	Bldg 4 RM 232 1600 Clifton Rd.	Atlanta .....	GA	30333 .....		X			4	1
Health and Human Services.	Centers for Disease Control.	447 Buford Highway.	Chamblee .....	GA	30341 .....		X			4	1

## REVISIONS TO 2/12/88 DOCKET.—REMOVALS—Continued

Agency	Facility Name	Facility address	City	State	ZIP Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	Corr Code
Army	Army Aviation Support Facility #2.	General Lymanb Field Bldg 619.	Hilo	HI	96720		X			9	2
Labor	Chevron USA Inc. Hawaiian Refinery.	91-480 Malakole Rd.	Ewa Beach	HI	96706	X				9	2
Energy	Burley Maint HQ.	1247 W Main	Burley	ID	83318		X			10	1
Energy	Idaho Falls Dist Maint HQ.	2275 N Yellowstone Ave.	Idaho Falls	ID	83401		X			10	1
Interior	Owyhee CO, Marshing/ Homedale LF.	Johnson Rd-T4N R5W S 32 SW¼.	Marsing-Homedale	ID	83639				X	10	6
Interior	BLM-Bunker Hill.	834 McKinley Avenue.	Shoshone	ID				X	X	10	2
Transportation	USDOT-FAA Mica Peak.	Cougar Gulch Rd.	Coeur D'Alene	ID	83814				X	10	1
Army	US Army Joliet Lap Honeywell.	Highway 53 & Arsenal Ave.	Joliet	IL	60436	X	X			5	6
Corps of Engineers, Civil.	US Army-COE IL ANG Maint Cir.	8660 W. Cermak Road.	North Riverside	IL	60546		X			5	2
Energy	ICGG Pipeline Gas Demonstration Plant.	Trico Rd 1 Mile South of Pyatt Road.	Perry County	IL	62272	X	X			5	14
Energy	US DOE Radiation Lab Univ of Notre Dame.	University of Notre Dame.	Notre Dame	IN	46556		X			5	1
Army	National Guard Armory & Parking Lot.	18th & Ridge	Kansas City	KS	67201				X	7	2
Veterans Administration.	VA Medical Center.	4104 S. 4th St Trafficway.	Leavenworth	KS	66048		X		X	7	2
Energy	US DOE Kentucky Ordinance Works.	Kentucky Wildlife Area.	Paducah	KY	42001				X	4	2
Agriculture	US Department of Agriculture.	4115 Gourrier	Baton Rouge	LA	70808		X			6	1
Health and Human Services.	Food and Drug Administration.	4298 Elysian Fields.	New Orleans	LA	70122		X			6	1
Health and Human Services.	Gillis Long Hansen's Disease Center.	River Rd 2 M SE H-75.	Carville	LA	70721			X		6	1
Army	General Electric Co.—Everett.	62 Tremont Street.	Everett	MA	02149					1	3
Army	General Electric—Lynn.	40 Federal Street.	Lynn	MA	01901					1	3
Navy	Boston Naval Shipyard.		Charlestown	MA	02129				X	1	9
Postal Service	US Postal Service.	Post Office Square.	Lowell	MA	01853		X			1	2
Army	Fort Ritchie	Fort Ritchie	Fort Ritchie	MD	21719		X			3	1
Army	National Security Agency.	9800 Savage Road.	Fort Meade	MD	20755		X			3	13
Defense	Granite-Control	2845 Herwood Road.	Woodstock	MD	21163				X	3	2
Health and Human Services.	FDA Center of Veterinary Medicine.	Muirkirk & Odell Rd.	Beltsville	MD	20705		X			3	13
Health and Human Services.	FDA Beltsville Research Com.	8301 Muirkirk Rd Rte 2.	Beltsville	MD	20705		X			3	4
Health and Human Services.	NIH Animal Center.	Elmer School Road.	Poolesville	MD	20837		X			3	1
Health and Human Services.	FDA Center for Devices and Radiation Health.	12709 Twinbrook Pkwy.	Rockville	MD	20857		X			3	12

## REVISIONS TO 2/12/88 DOCKET.—REMOVALS—Continued

Agency	Facility Name	Facility address	City	State	ZIP Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	Corr Code
Health and Human Services.	NIH-NIA Gerontology Research.	4940 Eastern Ave.	Baltimore.....	MD	21224		X			3	1
Navy.....	Naval Air Facility.	Andrews Air Force Base.	Camp Springs.....	MD	20390		X			3	13
Interior.....	Isle Royale National Park.	87 N. Ripley St.	Houghton.....	MI	49931		X			5	1
Postal Service.....	US Postal Service Garage.	10325 Lyndon.....	Detroit.....	MI	48238		X			5	1
Postal Service.....	USPS Allen Park Garage.	17500 Oakwood Blvd.	Allen Park.....	MI	48101		X			5	1
Agriculture.....	US Dept of Agri. Chipewa Nat. Forest.	Rt. 1.....	Cass Lake.....	MN	56633		X	X		5	5
Health and Human Services.	Red Lake PHS Indian Hospital.	PHS Hospital.....	Red Lake.....	MN	56671		X			5	1
Interior.....	US DOI Tamarac National Wildlife Refuge.	Rural Route.....	Rochert.....	MN	56578		X			5	1
Interior.....	US Fish & Wildlife Regional Sign Center.	Front and Kansas.	Winona.....	MN	55987		X			5	1
Army.....	MO Aviation Classification & Repair Activity Depot.	2501 Lester Jones Ave. RFD 6 Box 383.	Springfield.....	MO	65803		X		X	7	2
Army.....	US Corp of Engineers.	Clear Water Lake.	Piedmont.....	MO	63956		X			7	1
Army.....	Ft. Leonardwood.	Artillery Firing Range.	Ft. Leonardwood.....	MO	65473	X	X		X	7	6
Army.....	Jefferson Barracks LDF.	Gregg and South Road.	St. Louis.....	MO	63123				X	7	2
Interior.....	Jefferson National Expansion.	2nd & Poplar Street.	St. Louis.....	MO	63102		X			7	1
Agriculture.....	USDA Sea IFA Research Laboratory.	3505 25th Ave PO Box 3209.	Gulfport.....	MS	39503	X	X			4	1
Army.....	Mt. ANG OMS #5.	Gallatin County Airport.	Belgrande.....	MT	59714		X			8	2
Agriculture.....	US Forest Service.	Swain County Landfill SR 1311.	Bryson City.....	NC	28713			X		4	7
Agriculture.....	USDA-FS Graham County Landfill.		Graham County.....	NC				X	X	4	7
Army.....	MD ANG Army Aviation Support Facility.	Bismarck City Airport-Bldg. 100.	Bismarck.....	ND	58502		X			8	2
Army.....	ND ANG Combined Support Maint. Shop.	Camp Gilbert Grafton-Bldg. 5800.	Devils Lake.....	ND	58201		X			8	2
Army.....	ND ANG Organ. Maint Shop No. 3.	2013 No. Washington Street.	Grand Forks.....	ND	58206		X			8	2
Army.....	ND ANG Organ. Maint Shop No. 4.	Fraine Barracks, Bldg. 250.	Bismarck.....	ND	58502		X			8	2
Army.....	ND ANG Organ. Maint Shop.	US Hwy 281 North and 15th.	Jamestown.....	ND	58402		X			8	2
Army.....	ND ANG Organ. Maint Shop No. 7.	Old at Hwy. 21 & Indiana Ave.	Mott.....	ND	58646		X			8	2
Army.....	MD ANG Organ. Maint Shop No. 6.	Valley City Municipal Airport.	Valley City.....	ND	58072		X			8	2

## REVISIONS TO 2/12/88 DOCKET.—REMOVALS—Continued

Agency	Facility Name	Facility address	City	State	ZIP Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	Corr Code
Army	ND ANG Unit Training Equipment Shop.	Camp Gilbert Grafton Bldg. 6900.	Devils Lake	ND	58301		X			8	2
Army	Unit Training and Equipment Site.	P.O. Box 278, County Hwy 539.	Plumstead TWP	NJ	08533		X			2	2
Army	Fort Dix Landfill	Juliustown- Browns Mills Road.	Wrightstown	NJ	08562				X	2	6
Commerce	Macom Laser Diode.	130 Somerset Street.	New Brunswick	NJ	08901		X			2	2
Interior	Morristown National Historical Park.	Jockey Hollow Road.	Morristown	NJ	07960		X			2	1
Transportation	USCG Station— Barnegat.	6th and Bayview.	Barnegat Light	NJ	08006		X			2	1
Army	US Prop Fiscal Ofc for NV.	2601 S. Carson St.	Carson City	NV	89701		X			9	2
Army	USA-Comb Spt Main Shop "C".	1500 East Henrietta Rd.	Rochester	NY	14623		X			2	1
Army	Organizational Maint Shop 45.	70 Brentwood Rd.	Bayshore	NY	11706		X			2	2
Army	McDonald USARC.	168 Goethals Ave.	Jamaica	NY	11432		X			2	1
Army	Air Force Plant #68.	Lutts Road	Model City	NY	14107				X	2	3
Army	U.S. Army Engineer District.	1776 Niagra St.	Buffalo	NY	14127		X			2	1
Corps of Engineers, Civil.	USCOE-East Sidney Lake.	NY State Route 357.	Franklin	NY	13775		X			2	1
Corps of Engineers, Civil.	USCOE-Troy Lock & Dam.	Bond St	Troy	NY	12180		X			2	1
Energy	Lake Ontario Ordnance Works.	1397 Pletcher Rd.	Model City	NY	14107				X	21	3
General Services Admin.	Federal Building	111 West Huron St.	Buffalo	NY	14202		X			2	1
General Services Admin.	Jacob K. Javitz Fed Bldg.	26 Federal Plaza.	New York	NY	10278		X			2	1
Health & Human Services.	U.S. Food & Drug Adm.	850 Third Ave.	Brooklyn	NY	11232		X			2	1
Postal Service	U.S. Postal Service.	550 Manor Rd.	Staten Island	NY	10314		X			2	1
Postal Service	U.S. Postal Service Western Nassau.	830 Stewart Ave.	Garden City	NY	11599		X			2	1
Postal Service	Hicksville Post Office.	280 Engineers Drive.	Hicksville	NY	11802		X			2	2
Transportation	USCG Base Buffalo.	1 Frihrmann Blvd.	Buffalo	NY	14203		X			2	1
Veterans Administration.	VA Medical Center.	800 Irving Ave.	Syracuse	NY	13201		X			2	1
Veterans Administration.	VA Medical Center.	800 Poly Place	Brooklyn	NY	11209		X			2	1
Veterans Administration.	VA Extended Health Care Center.	179th Street and Linden Blvd.	St. Albans	NY	11425		X			2	1
Veterans Administration.	VA Medical Center.	113 Holland Ave.	Albany	NY	12208		X			2	1
Agriculture	Ohio Agri Research and Devel Center.	1680 Madison Ave Wayne County.	Wooster	OH	44691			X	X	5	2
Health and Human Services.	US FDA Cincinnati CFSAN Food Res. Lab.	1090 Tusculum Ave.	Cincinnati	OH	45226		X			5	1
Health and Human Services.	US NIOSH Ridge Avenue.	5555 Ridge Avenue.	Cincinnati	OH	45213		X			5	1

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Agency	Facility Name	Facility address	City	State	ZIP Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	Corr Code
Health and Human Services.	US NIOSH Taft Laboratories.	4676 Columbia Parkway.	Cincinnati.....	OH	45226		X			5	1
Postal Service.....	USPS- Cleveland.	3695 Green Road.	Cleveland.....	OH	44122		X			5	1
Interior.....	USODI-NPS Crater Lake National Park.	Hwy 62.....	Crater Lake.....	OR	97604		X			10	1
Navy.....	LSC Marine INC/USNS Wilkes T- AGS.	Dillingham Yard, Swan Island.	Portland.....	OR	97208		X			10	8
Army.....	AJCC-Fort Ritchie.	Harbaugh Valley Rd.	Blue Ridge Sum.....	PA	17214		X			3	1
Army.....	PA Army Natl Guard Maint Shop 28.	1300 Penn St.....	Williamsport.....	PA	17702		X			3	2
Army.....	PA Army Natl Guard Maint Shop.	14th & Calder St.	Harrisburg.....	PA	17105		X			3	2
Army.....	PA Army Natl Guard Maint Shop 10.	2736 Southhamp- ton.	Philadelphia.....	PA	19154		X			3	2
Army.....	Willow Grove ASF.	Off of US Rte 611.	Hatboro.....	PA	19090				X	3	6
Corp of Engineers, Civil.	USA-COE Shenango Lake.	2442 Kelly Road.	Sharpsville.....	PA	16150			X		3	11
Transportation.....	USCG Base— San Juan.	Santo Toribio.....	San Juan.....	PR	00903		X			2	1
Army.....	US Army N. Smithfield Nike Site.	Poundhill Rd.....	N. Smithfield.....	RI	02876				X	1	6
Army.....	RI ANG.....	Old Oxford Road.	North Smithfield.....	RI	02876					1	2
Navy.....	Naval Air Station Quonset Point.		North Kingston.....	RI	02854	X	X		X	1	2
Army.....	SD ANG-OMS 4 Webster.	120 W. 11th Ave.	Webster.....	SD	57274		X			8	2
Army.....	SD ANG-OMS 2 Rapid City.	City Limits.....	Rapid City.....	SD	57702		X			8	2
Army.....	SD ANG-OMS 3 Lemmon.	Armory.....	Lemmon.....	SD	57638		X			8	2
Army.....	SD ANG-OMS 10 Sioux Falls.	Fairgrounds.....	Sioux Falls.....	SD	57107		X			8	2
Army.....	SD ANG-OMS 7 Pierre.	3440 E-W Hwy. 34.	Pierre.....	SD	57501		X			8	2
Army.....	SD ANG-OMS 8 Brookings.	300 Fifth Ave. S.	Brookings.....	SD	57006		X			8	2
Energy.....	USDOE Y-12 Plant.	Bear Creek Rd....	Oak Ridge.....	TN	37830	X	X		X	4	6
Interior.....	Great Smoky Mtns Natl Park.	USNPS Rt2.....	Gatlinburg.....	TN	37738	X	X			4	1
NASA.....	NASA Ellington Field.	Highway 3.....	Houston.....	TX	77088		X	X		6	1
Army.....	US Army Reserve HQ 25G Petroleum BTN.	1355 No 200 West.	Provo.....	UT	85601		X			8	4
Army.....	Arlington National Cemetery.	Unobtainable.....	Arlington.....	VA	22211		X			3	1
Interior.....	US Geological Survey.	12201 Sunrise Valley Drive.	Reston.....	VA	22092		X			3	1
Army.....	Washington Army Natl Guard.	298 Clemons Rd.	Montesano.....	WA	98430		X			10	2
Army.....	Washington Army National Guard.	1702 Pacific Way.	Yakima.....	WA	98901		X			10	2
Army.....	Washington Army National Guard.	1st & East Street Corner.	Ephrata.....	WA	98823		X			10	2

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Agency	Facility Name	Facility address	City	State	ZIP Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	Corr Code
Army	Washington Army National Guard.	309 Byrd Street.	Centralia	WA	98531		X			10	2
Interior	USDOI-FWS Nisqually Natl Wildlife Refuge.	Brown Farm Rd. End of.	Olympia	WA	98506		X			10	1
Justice	USDOJ-DEA/Seattle.	Pier 37	Seattle	WA	98134		X			10	5
Transportation	USDOT-CG Cutter Confidence (WMEC 619).	City Pier	Port Angeles	WA	98362		X			10	8
Army	WI Army National Guard OMS 14.	1710 Second Street.	Wisconsin Rapids	WI	54494		X			5	2
Army	WI Army National Guard 13.	833 S. 17th Avenue.	Wausau	WI	54401		X			5	2
Army	WI Army National Guard AASF 1.	2079 Highway 33 E.	West Bend	WI	53905		X			5	2
Army	WI Army National Guard OMS 12.	735 Iowa Avenue.	Hayward	WI	54843		X			5	2
Army	WI Army National Guard OMS 5.	1225 E. Henry Clay Street.	Whitefish Bay	WI	53217		X			5	2
Army	WI Army National Guard AASF 2.	1950 Peatson Street.	Madison	WI	53704		X			5	2
Army	WI Army National Guard OMS 8.	1120 S. Academy Street.	Janesville	WI	53545		X			5	2
Army	WI Army National Guard OMS 11.	800 N. Military Avenue.	Green Bay	WI	54304		X			5	2
Army	WI Army National Guard OMS 6.	4200 43rd Street.	Kenosha	WI	53141		X			5	2
Interior	Horicon National Wildlife Refuge.	Rural Rt. 2	Mayville	WI	53050		X			5	1
Health and Human Services.	National Inst for Occupational Safety.	944 Chestnut Ridge Road.	Morgantown	WV	26505		X			3	1

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Agency	Facility name	Facility address	City	State	ZIP code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA reg	Corr code	Date of list- ing
Air Force	USAF—Aniak AFB LDFL	Head Shank Kuskokwim, Riv/Slogh.	Aniak	AK	99557				X	10	15	**
Air Force	USAF—Bethel AFS LDFL.	Airport—W End of Main Road.	Bethel	AK	99559		X		X	10	15	**
Air Force	USAF—Big Mountain AFS LDFL.	S Shoure Iliamna/S Side Big Mtn.	Big Mountain AFS	AK	99501		X		X	10	15	**
Air Force	USAF—Clear AFS LDFL.	Hwy 3 & Nenana Rd.	Anderson	AK	99704		X		X	10	15	**
Air Force	USAF—Dewline Site LIZ-2.	Kasegalik Lagoon—Chukchi Sea.	Point Lay	AK	99766		X		X	10	15	**
Air Force	USAF—Dewline Site POW-3.	E of Flaxman Island.	Bullen Point	AK	99723				X	10	15	**

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Agency	Facility name	Facility address	City	State	ZIP code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA reg	Corr code	Date of list- ing
Air Force	USAF—Driftwood Bay AFS LDFL	N Coast Unalaska Island.	Driftwood Bay	AK	99553				X	10	15	**
Air Force	USAF—Duncan Canal LDFL	12 mi SW of cy.	Petersburg	AK	99883				X	10	15	**
Air Force	USAF—Fort Yukon AFS LDFL	N of Yilota Slough.	Fort Yukon	AK	99740				X	10	15	**
Air Force	USAF—Kalakaket Creek.	S Shore of Kala Creek.	Galena	AK	99741		X		X	10	15	**
Air Force	USAF—North River AFS LDFL	Mouth of North River.	Unalakleet	AK	99684				X	10	15	**
Air Force	USAF—Port Heiden AFS LDFL	NW Shore of Heiden Bay.	Port Heiden	AK	99549				X	10	15	**
Air Force	USAF—White Alice Site Kotzebue.	NW Corner of Baldwin Peninsula.	Kotzebue	AK	99752				X	10	15	**
Air Force	USAF—White Alice Site Nome.	Anvil Mt 6.5 mi N of Nome.	Nome	AK	99762				X	10	15	**
Air Force	USAF—Dewline Site POW-1.	Lonely	Lonely	AK	99999		X		X	10	15	**
Air Force	USAF—Dewline Site Pow—Main.	Point Barrow	Point Barrow Station.	AK	99723		X		X	10	15	**
Air Force	USAF—Dewline Site-L12-3.	Wainwright	Wainwright	AK	99782		X		X	10	15	**
Air Force	USAF—King Salmon Airport.	5071 CSS/CC	King Salmon Airport.	AK	99613		X	X	X	10	17	**
Army	US—Army National Guard 3rd SCT BN HQ.	Kotzebue Air Force Site.	Kotzebue	AK	99752		X		X	10	15	**
Transportation	USCG—Point Spencer USCG Dump Site.	Port Clarence—60 mi NW of cy.	Nome	AK	99762				X	10	15	**
Transportation	USDOT—CG Kodiak san LDFL.	USCG Support Center.	Kodiak	AK	99619				X	10	15	**
Air Force	USAF Maxwell Air Force Base.	3800 Air Base Group DEE.	Maxwell AFB	AL	36112	X	X		X	4	17	**
Army	USA Redstone Arsenal.	CMDR USAMICOM DRSMI—K.	Huntsville	AL	35898	X	X	X	X	4	17	**
Commerce	Central Foundry		Tuscaloosa	AL				X		4	17	**
Air Force	USAF Blytheville Air Force Base.	97 CSG/DEE	Blytheville	AR	72315	X	X		X	6	17	**
Air Force	Arizona Air Natl Guard 162 TAC Ftr Gp.	1500 E. Valencia Road.	Tucson	AZ	85706	X	X		X	9	17	**
Air Force	Lawndale Annex LAAFB.	6592 ABG/CC	Hawthorn	CA	90260				X	9	15	**
Air Force	Los Angeles Air Force Station.	2400 El Segundo Blvd.	Los Angeles	CA	90009		X		X	9	15	**
Air Force	Camp Kohler	Roseville Road	Sacramento	CA	95652				X	9	17	**
Air Force	Davis Transmitter Site.		Davis	CA	95620				X	9	17	**
Army	Presidio of San Francisco.	Presidio of San Francisco.	San Francisco	CA	94129		X		X	9	15	**
Army	Camp Roberts Nat. Guard Unit.	Hwy. 101 12 mi N of Paso Robles.	Paso Robles	CA	93446		X		X	9	15	**
Defense	Defense Fuel Supply Center—Estero Bay.	3300 Panorama Drive.	Morro Bay	CA	93442		X	X	X	9	15	**
Energy	Oxnard Facility	1235 E Wooley Street.	Oxnard	CA	93031		X		X	9	17	**
General Services Admin.	Chet Holifield Federal Energy Building.	24000 Avila Road.	Laguna Niguel	CA	92677		X		X	9	17	**
Interior	Sequoia & Kings Canyon Natl Park.		Three Rivers	CA	93271	X	X	X	X	9	17	**

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Agency	Facility name	Facility address	City	State	ZIP code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA reg	Corr code	Date of list- ing
Interior	BLM—Clainete Resource Area, Parcel No. 147-090-06.	520 Butte Street	Bakersfield	CA	93305				X	9	17	**
Justice	Federal Correctional Institute LOMPOC.	US Penitentiary	Lompoc	CA	93436			X	X	9	15	**
Navy	Naval Industrial Reserve Ordnance Plant.	PO Box 3504	Sunnyvale	CA	94088-3504				X	9	17	**
Navy	Sere Camp		Warner Springs	CA					X	9	17	**
Transportation	Fort MacArthur	Pacific Avenue	San Pedro	CA	90731				X	9	15	**
Transportation	USCG Loran C Sta Middletown.	Loran C Sta.	Middletown	CA	95461				X	9	15	**
Air Force	Peterson Air Force Base.	All Bldgs. On base.	Colorado Springs	CO	80914		X		X	8	15	**
Air Force	US Air Force Academy.	10 mi. N. Colorado Springs on I-25.	Colorado Spring	CO	80912		X		X	8	15	**
Army	Fitzsimons Army Medical Ctr.	Corner of Colfax and Peoria.	Aurora	CO	80045		X		X	8	15	**
Energy	Western Area Power Adm. Power Operations.	1800 S. Rio Grande Ave.	Montrose	CO	81401				X	8	15	**
Interior	Water & Power Resources Serv.	910 Van Buren	Loveland	CO	80537		X		X	8	15	**
Transportation	FHWA Central Direct Fed. Div. Materials.	6th St., Bldg. 52, DFC.	Denver	CO	80225		X		X	8	15	**
Transportation	Us Coast Guard—Avery Point.		Groton	CT	06340				X	1	15	**
Air Force	Bolling Air Force Base.	HG110th Air Base Wing.	Washington	DC	20331				X	3	15	**
Agriculture	Osceola National Forest.		Unincorporated Lake City.	FL	32055				X	4	19	**
Air Force	USAF Hurlburt Field.	Terry & Lokasik Ave.	Hurlburt Field	FL	32544		X	X	X	4	15	**
Air Force	Kaena Pt Sat Tracking Sta.	33 mi NW of Honolulu on Rte 930.	Waianae	HI	96792				X	9	15	**
Air Force	Kokee Air Force Station.	Kokee State Park.	Waimea	HI	96796				X	9	15	**
Air Force	Punamano Air Force.	28 mi NNE Honolulu On Rte 83.	Kahuku	HI	96731				X	9	15	**
Energy	Kauai Test Facility.	PO Box 478	Waimea	HI	96796				X	9	17	**
Navy	Naval Communication Area Master Station, Eastern.		Honolulu	HI				X	X	9	17	**
Agriculture	USDA-FS Forestry Sciences Lab.	1221 S Main St	Moscow	ID	83843				X	10	15	**
General Services Admin.	Federal Bldg	205 N 4th Street	Coeur D'Alene	ID	83814		X		X	10	15	**
Air Force	US Air Force 183 Tactical Fighter Group.	Capitol Airport	Springfield	IL	62707	X	X	X		5	17	**
Commerce	Wisconsin Steel	E. 106th & Torrence Avenue.	Chicago	IL			X			5	17	**
Army	USA Lexington Blue Grass Depot Activity.	US Hwy 421	Richmond	KY	40475				X	4	16	**
Veterans Administration.	Bedford VA Hospital.	200 Springs Road.	Bedford	MA	02173		X		X	1	15	**
Defense	Davidsonville— Launch.	3737 Elmer Hagner Lane.	Davidsonville	MD	21035				X	3	15	**

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Agency	Facility name	Facility address	City	State	ZIP code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA reg	Corr code	Date of list- ing
Defense	David Taylor/ Annapolis— Control.	640A Broadneck Road.	Annapolis	MD	21401				X	3	15	**
Defense	David Taylor/ Annapolis- Launch.	Bay Head Road	Annapolis	MD	21401				X	3	15	**
Defense	Gaithersburg- Control.	8510 Snouffers School Road.	Gaithersburg	MD	20879				X	3	15	**
Defense	Gaithersburg- Launch.	Off Snouffers School Road.	Gaithersburg	MD	20879				X	3	15	**
Defense	Granite-Launch	3085 Hernwood Road.	Woodstock	MD	21163				X	3	15	**
Defense	Greenspring Control.	Greenspring Road.	Greenspring	MD	21117				X	3	15	**
Defense	Laytonsville- Launch.	5321 Riggs Road	Laytonsville	MD	20879				X	3	15	**
Defense	Pomonkey- Launch.	Bumpy Oak Road	Pomonkey	MD	20646				X	3	15	**
Defense	Rockville-Control	10901 Darnstown Road.	Gaithersburg	MD	20878				X	3	15	**
Defense	Rockville-Launch	Muddy Branch	Gaithersburg	MD	20879				X	3	15	**
Defense	US Naval Research Lab—Control.	End of Laurel Branch Drive.	Waldorf	MD	20601				X	3	15	**
EPA	EPA Central Regional Laboratory.	839 Bestgate Road.	Annapolis	MD	21401		X			3	17	**
Navy	NSWC Solomons Island.	Dept of the Navy	Solomons	MD	20688				X	3	15	**
Transportation	USCG Air Sta (Ave "E" Groundwater Contamination).	Aeropark Dr. Sec 12 T27A R1 1W Grand Traverse County.	Traverse City	Mi	45685		X		X	5	17	**
Air Force	Twin Cities Air Force Reserve Base.	Minneapolis/St. Paul Hennepin County.	Minneapolis	MN	54450		X		X	5	17	**
Commerce	Brainerd Foundry	10th & Pine Streets.	Brainerd	MN				X		5	17	**
Agriculture	Nantahala National Forest.	Post & Otis Streets, PO Box 2750.	Asheville	NC	28802			X		4	19	**
Army	USA Army Reserve XVIII ARBN Corps.	AFZA FE EE	Fort Bragg	NC	28307			X	X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	2144 Lakeshore Dr.	Wilmington	NC	28401		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	804 Fairview Rd	Rocky Mount	NC	28701		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	E. French Broad St.	Brevard	NC	28712		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1300 Westover Dr.	Charlotte	NC	28205		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1228 Carrol St	Durham	NC	27701				X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	224 Louisiana	Asheville	NC	28806		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	2017 Garner St	Garner	NC	27529		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	156 Parris Ave	High Point	NC	28307		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1825 Woodleaf Rd, PO Box 1927.	Salisbury	NC	28114		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1816 E Main St	Albermarle	NC	28001		X		X	4	15	**

## REVISIONS to 2/12/88 DOCKET.—ADDITIONS—Continued

[\*\* = Date of publication]

Agency	Facility name	Facility address	City	State	ZIP code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA reg	Corr code	Date of list- ing
Army	USA Army Reserve XVIII ARBN Corps.	405 Fisher St.	Morehead City	NC	28557		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	3115 Western Blvd.	Raleigh	NC	27606				X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1500 12th Street NW.	Hickory	NC	28601		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1412 Westover Dr.	Charlotte	NC	28205				X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1391 N Mem Dr.	Greenville	NC	27834		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1120 Church St.	Greensboro	NC	27405		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	1400 Carthage Rd.	Lumberton	NC	28358		X		X	4	15	**
Army	USA Army Reserve XVIII ARBN Corps.	724 Foster St.	Durham	NC	27701		X		X	4	15	**
Agriculture	NE National Forest.	State Rt 2 West.	Halsey	NE	69142			X		7	17	**
Army	Fort Monmouth—Evans Area #1.	Marconi Road	Wall Twp	NJ	07719				X	2	16	**
EPA	GSA Raritan Depot.	4700 Woodbridge Avenue.	Edison	NJ	08817	X	X	X	X	2	16	**
General Services Admin.	GSA/VA Depot	Route 206	Somerville	NJ	08876				X	2	16	**
Transportation	U.S. Coast Guard—Sandy Hook Station.	Hartshorne Drive	Highlands	NJ	07732		X		X	2	15	**
Air Force	Hancock Field	Taft and Thompson Roads.	North Syracuse	NY	13212		X	X	X	2	15	**
Energy	Niagra Falls Storage Site.	E. of Rt 18, N. Of Fletcher RD.	Lewistown	NY	14092				X	2	18	**
Navy	Fort Wadsworth	Ft. Wadsworth	Staten Island	NY	10305		X		X	2	15	**
Defense	US DOD Defense Electronic Supply Center.	1507 Wilmington Pike Montgomery County.	Dayton	OH	45444	X	X	X	X	5	15	**
Air Force	USAF Altus Air Force Base Landfill.	443 ABG/DEEV	Altus	OK	73521		X		X	6	15	**
Energy	USDOE—BPA Alvey Substation.	86000 Franklin	Eugene	OR	97405		X		X	10	15	**
Energy	USDOE—BPA Troutdale Substation.	Sundial Rd.	Troutdale	OR	97060		X		X	10	15	**
Army	Camp Santiago	Route 1	Salinas	PR	00751				X	2	15	**
Energy	Western Area Power Admin. Watertown Sub.	1 mi. E. of 1-29	Watertown	SD	57201		X		X	8	15	**
Tennessee Valley Authority.	TVA Silver King Mines Inc.	US Hwy. 18	Edgemont	SD	57735		X		X	8	15	**
Energy	US DOE K-25 Site.	Oak Ridge Turnpike at Blair Road.	Oak Ridge	TN	37830	X	X	X		4	17	**
Air Force	USAF Brooks Air Force Base.	N Gollad Road	San Antonio	TX	78235	X	X	X	X	6	17	**
Air Force	USAF Ellington Air Force Base Hazardous Waste.	Clothier Avenue	Houston	TX	77209				X	6	15	**
Air Force	USAF Goodfellow Air Force Base.	Fort McKavitt Road NS.	San Angelo	TX	76903		X	X	X	6	15	**
Army	US Army Fort Sam Houston.	Bldg 1183 Taylor Road.	San Antonio	TX	78234	X	X	X	X	6	17	**
Army	US Army McAllen Reserve Center.	600 South Second.	McAllen	TX	78501			X		6	15	**

## REVISIONS to 2/12/88 DOCKET.—ADDITIONS—Continued

[\*\* = Date of publication]

Agency	Facility name	Facility address	City	State	ZIP code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA reg	Corr code	Date of list- ing
Interior .....	Padre Island National Seashore Bone Yard.	Park Road 22.....	Corpus Cristi .....	TX	78418 .....		X	X	X	6	15	**
Navy.....	Fleet Combat Training Ctr.	Dam Neck .....	Virginia Beach .....	VA	23461 .....		X	X	X	3	15	**
Navy.....	NSC Cheatham Annex.	Naval Supply Center, NORF.	Williamsburg.....	VA	23185 X .....	X	X	X		3	17	**
Air Force .....	Vermont ANG .....	Burlington IAP.....	Burlington.....	VT	05401 .....	X			X	1	15	**
Energy .....	USDOE—BPA Bell Substation 3.	2400 Hawthorne.....	Mead.....	WA	98218 .....	X	X	X		10	15	**
Energy .....	USDOE—BPA Columbia Substation.	St Hwy 28 6 mi S of cy.	Rock Island.....	WA	98850 .....			X	X	10	15	**
Energy .....	USDOE—BPA Covington Substation.	28401 Covington Way SE.	Kent.....	WA	98031 .....		X	X	X	10	15	**
Energy .....	USDOE—BPA Custer Substation.	Portal Way 1 mile So of cy.	Custer.....	WA	98240 .....		X		X	10	15	**
Energy .....	USDOE—BPA Midway Substation.	Priest Rapids off Hwy 24.	Vernia .....	WA	98944 .....		X	X	X	10	15	**
Energy .....	USDOE—BPA Olympia Substation.	5240 Trosper St SW.	Opympia.....	WA	98502 .....		X	X	X	10	15	**
Energy .....	USDOE—BPA Ross Complex.	5411 NE Hwy 99...	Vancouver.....	WA	98666 .....		X	X	X	10	15	**
Energy .....	USDOE—BPA Snohomish Substation.	10th & D St.....	Snohomish.....	WA	98290 .....		X	X	X	10	15	**
Agriculture .....	US DOA—FS Chequamegon National Forest.	157 N. 5th Avenue.	Park Falls .....	WI			X	X		5	15	**
Air Force .....	Wake Island Air Field.		Wake Island Air Field.	WQ	96798 .....				X	9	15	**
Veterans Administration.	VA Medical Ctr .....	None Per V.A.M.C..	Sheridan.....	WY	82801 .....				X	8	15	**

## REVISIONS TO 2/12/88 DOCKET—MISCELLANEOUS

[\*\* = Date of Publication]

Agency	Facility name	Facility address	City	State	Zip Code	RCRA 3005	RCRA 3010	RCRA 3016	CER- CLA 103	EPA Reg	CORR code	Date of listing
Air Force.....	Port Moller .....	55 59'22" N 160 34' 29.374" W.	Port Moller .....	AK.....	99999 .....		X		X	10	22	**
Interior.....	Amchitka Island.	51-32 N 179-00 E.	Amchitka Island.....	AK.....	99502 .....		X			10	22	**
Energy.....	Naval Petroleum Reserve #1.	ELK HILLS.....	Tupman.....	CA.....	93276 .....			X	X	9	21	**
Navy .....	Moffett Field ANG.	129 ARRG/ CC.	Sunnyvale .....	CA.....	94031 .....		X			9	21	**
Energy.....	Anvil Points.....	7 mi W. of Rifle.	Rifle .....	CO.....	81650 .....				X	8	21	**
Defense .....	US Soldiers and Airmens Home.	Unobtainable.	Washington.....	DC.....	20317 .....	X	X			3	21	**
Air Force.....	US Air Force Plant 85.	4300 E. 5th Avenue.	Columbus.....	OH.....	43216 X .....	X	X	X	X	5	21	**
Corps of Engineers, Civil.	US Army Engineer District Pittsburgh.	Ohio Rt. 88 County Road 225.	Vernon Township.....	OH.....	44428 .....		X	X		5	21	**

## REVISIONS TO 2/12/88 DOCKET—MISCELLANEOUS—Continued

[\*\* = Date of Publication]

Agency	Facility name	Facility address	City	State	Zip Code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103	EPA Reg	CORR code	Date of listing
Corps of Engineers, Civil.	USA-COE Willamette.	West Linn.....	West Linn.....	OR .....	97068				X	10	21	**
Interior.....	Charlestown NAS.	PO Box 307..	Charlestown.....	RI .....	02813			X	X	1	21	**
Navy.....	Defense Printing Service Office.	RMBE 854 The Pentagon.	Arlington.....	VA .....	20301		X			3	21	**
Corps of Engineers, Civil.	USA-COE Lake Washington.	3015 NW 54th St..	Seattle.....	WA .....	98107		X		X	10	21	**
Treasury.....	Customs Service-Seattle.	909 First Ave.	Seattle.....	WA .....	98174		X			10	21	**

## CORRECTIONS TO DOCKET LISTING

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
<i>Corrections to Docket Listing</i> (O=Original Listing published in February; C=Corrected Listing)									
O—Air Force.....	Cape Newenham AFS.	11 TCG/CC Bay .....	Elmendorf AFB.....	AK	99506				X
C—Air Force.....	Cape Newenham AFS.	11 TCG/CC Bay .....	Elmendorf AFB.....	AK	99506		X		X
O—Air Force.....	Cape Romanzof AFS ..	11 TCG/CC .....	Elmendorf .....	AK	99506		X		X
C—Air Force.....	Cape Romanzof AFS ..	11 TCG/CC .....	Elmendorf .....	AK	99506		X		X
O—Air Force.....	Eielson AFB.....	5010 CSG/DE .....	Eielson AFB.....	AK	99702				X
C—Air Force.....	Eielson AFB.....	5010 CSG/DE .....	Eielson AFB.....	AK	99702	X			X
O—Air Force.....	Elmendorf AFB.....	215 CSG/DEEV .....	Anchorage .....	AK	99506		X		
C—Air Force.....	Elmendorf AFB.....	21 CSG/DE .....	Elmendorf AFB.....	AK	99506-5000	X	X		
O—Air Force.....	Galena Air Force Station.	5072 CSS/CC .....	Galena AFS.....	AK	99741		X		X
C—Air Force.....	Galena Air Force Station.	5072 CSF/CC .....	Galena AFS .....	AK	99741		X		X
O—Air Force.....	Shemya AFB .....	5073rd ABG/CC .....	Shemya AFB .....	AK	98736				X
C—Air Force.....	Shemya AFB .....	5073rd ABG/CC .....	Shemya AFB .....	AK	98736		X		X
O—Air Force.....	Tatalina AFS.....	11 TCG/CC .....	Elmendorf AFB.....	AK	99506				X
O—Air Force.....	Tatalina AFS.....	11 TCG/CC .....	Elmendorf AFB.....	AK	99506		X		X
O—Air Force.....	Tin City AFS.....	11 TCG/CC .....	Elmendorf AFB.....	AK	99506				X
C—Air Force.....	Tin City AFS.....	11 TCG/CC .....	Elmendorf AFB.....	AK	99506		X		X
O—Air Force.....	USAF Cape Lisbourne AFS.	40 Miles NE of Point Hope.	Cape Lisbourne AFB...	AK	99766		X		
C—Air Force.....	USAF Cape Lisbourne AFS.	11 TCG/CC .....	Elmendorf AFB.....	AK	99506		X		X
O—Army.....	US Army Gerstle River Test Site.	T13S R14E Sec 9, 15, 16.	Fort Greely.....	AK	98733				X
C—Army.....	US Army Gerstle River Test Site.	T13S R14E Sec 9, 15, 16.	Fort Greely.....	AK	98733	X	X		X
O—Army.....	US Army National Guard Alaska USFPO.	Army Guard Rd & Davis Hwy.	Fort Richardson .....	AK	99505				
C—Army.....	Fort Richardson .....	Army Guard Rd & Davis Hwy.	Fort Richardson .....	AK	99505	X	X	X	
O—Corps of Engineers, Civil.	US Army-COE Port Moller.	55 59'22 N 160 34'29.374 W.	Port Moller .....	AK	99999		X		
C—Air Force.....	Port Moller .....	55 59'22 N 160 34'29.374 W.	Port Moller .....	AK	99999		X		
O—Corps of Engineers, Civil.	US-COE Amchitka Island.	51-32 N 179-00 E.....	Amchitka Island.....	AK	99502		X		
C—Interior.....	Amchitka Island.....	51-32 N 179-00 E.....	Amchitka Island.....	AK	99502		X		
O—Interior.....	FWS—Kenai National Wildlife Refuge.	Ski Hill Road.....	Soldotna.....	AK	99669				X
C—Interior.....	FWS—Kenai National Wildlife Refuge.	Ski Hill Road.....	Soldotna.....	AK	99669			X	X
O—Navy.....	US Navy Adak Naval Station.	51-54N, 176-45W .....	Adak Island.....	AK	99599				X
C—Navy.....	US Navy Adak Naval Station.	51-54N, 176-45W .....	Adak Island.....	AK	99599	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Transportation.....	USDOT—CG Kodiak Support Ctr.	Womans Bay Kodiak Isl.	Kodiak.....	AK	99619				X
C—Transportation.....	USDOT—CG Kodiak Support Ctr.	Womans Bay Kodiak Isl.	Kodiak.....	AK	99619		X		X
O—Transportation.....	USDOT—FAA Fire Is Air Warning Station.	Cook Inlet Section 7 & 8 Rnge.	Anchorage.....	AK	99506				X
C—Transportation.....	USDOT—FAA Fire Is Air Warning Station.	Cook Inlet Section 7 & 8 Rnge.	Anchorage.....	AK	99506		X		X
O—Tennessee Valley Authority.	TVA Bellefonte Nuclear Plt.	Off US Hwy 72.....	Hollywood.....	AL	36401				X
C—Tennessee Valley Authority.	TVA Bellefonte Nuclear plt.	Off US Hwy 72.....	Hollywood.....	AL	36401		X		X
O—Tennessee Valley Authority.	TVA Guntersville Hydro Plant.	Off US Hwy 431, 11 Mi. NW of.	Guntersville.....	AL	35976		X		
C—Tennessee Valley Authority.	TVA Guntersville Hydro Plant.	Off US Hwy 431, 11 Mi. NW of Guntersville.	Guntersville.....	AL	35976		X		
O—Tennessee Valley Authority.	TVA Muscle Shoals Power Stores.	AL Hwy 133.....	Muscle Shoals.....	AL	35660		X		X
C—Tennessee Valley Authority.	TVA Muscle Shoals Power Stores.	AL Hwy 133.....	Muscle Shoals.....	AL	35660	X	X		X
O—Tennessee Valley Augnorty.	TVA National Fertilizer Dev Ctr.	Wilson Dam Road.....	Muscle Shoals.....	AL	35660		X	X	X
C—Tennessee Valley Augnorty.	TVA National Fertilizer Dev Ctr.	Wilson Dam Road.....	Muscle Shoals.....	AL	35660	X	X	X	X
O—Tennessee Valley Authority.	TVA Wilson Hydro Plant.	Al Hwy 133.....	Florence.....	AL	35660				X
C—Tennessee Valley Authority.	TVA Wilson Hydro Plant.	Al Hwy 133.....	Florence.....	AL	35660		X		
O—Army.....	US Army Fort Chaffee.		Fort Chaffee.....	AR	72905	X	X	X	X
C—Army.....	US Army Fort Chaffee.	Building 239.....	Fort Chaffee.....	AR	72905	X	X	X	X
O—Air Force.....	Air Force Plant 44.	Emery Port Station.....	Tucson.....	AZ	85734			X	
C—Air Force.....	Air Force Plant 44 (Hughes Aircraft Co.).	Emery Port Station.....	Tucson.....	AZ	85734	X		X	
O—Air Force.....	Davis-Monthan AFB	836 CSG/CC.....	Tucson.....	AZ	85707	X	X	X	X
C—Air Force.....	Davis-Monthan AFB	836 CSG/CC.....	Davis-Monthan AFB.....	AZ	85707	X	X	X	X
O—Air Force.....	Luke Air Force Base	832 CSG/DE.....	Luke Air Force Base.....	AZ	85309	X	X	X	X
C—Air Force.....	Luke Air Force Base	832 CSG/DE.....	Luke Air Force Base.....	AZ	85309	X	X	X	X
O—Army.....	Ft Huachuca, US Army.		Fort Huachuca.....	AZ	85613		X		X
C—Army.....	Ft Huachuca, US Army.		Fort Huachuca.....	AZ	85613		X	X	X
O—Army.....	Yuma Proving Ground US Army.	US Army Yuma Providing Ground.	Yuma.....	AZ	85364	X	X		X
C—Army.....	Yuma Proving Ground US Army.	US Army Yuma Providing Ground.	Yuma.....	AZ	85364	X	X	X	X
O—Interior.....	BLM—Asarco Inc., Silver Bell Mine & Mill.	T12SR8ESEC2.....		AZ	85658				X
C—Interior.....	BLM—Asarco Inc., Silver Bell Mine & Mill.	T12SR8ESEC2 Avra Vly Rd.	Silver Bell.....	AZ	85658				X
O—Interior.....	BLM—Congress Con Gold Mine.	T10NR6WSEC22,23.....		AZ	85442				X
C—Interior.....	Blm—Congress Con Gold Mine.	T10NR6WSEC22,23.....	Congress.....	AZ	85332				X
O—Interior.....	BLM—Cyprus Bagdad Copper Co.	T14NR9WSEC8,9.....		AZ	86321				X
C—Interior.....	BLM—Cyprus Bagdad Copper Co.	T14NR9WSEC8,9.....		AZ	86321		X		X
O—Interior.....	BLM—DateLand Landfill.	T78SR13WSEC3.....		AZ	85333				X
C—Interior.....	BLM—DateLand Landfill.	T17SR13WSEC3.....	Dateland.....	AZ	85333				X
O—Interior.....	BLM—Dome Landfill	T8SR20WSEC13.....		AZ	85369				X
C—Interior.....	BLM—Dome Landfill	T8SR20WSEC 13.....	Dome.....	AZ	85364				X
O—Interior.....	BLM—Golden Valley Landfill.	T21NR17WSEC17.....		AZ	86401				X
C—Interior.....	BLM—Golden Valley Landfill.	T21NR17WSEC17.....	Kingman.....	AZ	86401				X
O—Interior.....	BLM—Inspiration Con. Copper—Oxhide Area.	T1NR15ES2, 5, 13, 15, 18.		AZ	85501				X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
C—Interior	BLM-Inspiration Con. Copper—Oxhide Area.	T1NR15SES2, 5, 13, 15, 18.	4 Mi W of Inspiration	AZ	85501				X
O—Interior	BLM-Inspiration Con. Copper—Inspir Area.	T1NR4ES2, 7, 9		AZ	85532				X
C—Interior	BLM-Inspiration Con. Copper—Inspir Area.	T1NR4ES2, 7, 9	Inspiration	AZ	85532				X
O—Interior	BLM-Kennecott Minerals Co. Mines Pit.	T2SR13ESEC36		AZ	85273				X
C—Interior	BLM-Kennecott Minerals Co. Mines Pit.	T2SR13ESEC36		AZ	85273				X
O—Interior	BLM-Lake Havasu Sen. District.	T14NR2OWSEC13, 14.		AZ	86403				X
C—Interior	BLM-Lake Havasu Sen. District.	T14NR2OWSEC13,14	Lake Havasu	AZ	86403				X
O—Interior	BLM-Ranchers Explo & Dev Corp. Bluebird.	T1NR14ESEC35, 36		AZ	85501				X
C—Interior	BLM-Ranchers Explo & Dev Corp. Bluebird Mine.	T1NR124ESEC35,36		AZ	85501				X
C—Interior	BLM-Roll Landfill	T7SR17WSEC34		AZ	85343			X	
C—Interior	BLM-Roll Landfill	T17SR17WSEC34		AZ	85343				X
O—Interior	BLM-Zonia Copper Mine.	T11NR4WSEC12, 13, 14.		AZ	86332				X
C—Interior	BLM-Zonia Copper Mine.	T11NR4WSEC12, 13, 14 Star Rt.	Kirkland	AZ	86332				X
O—Interior	Yuma Desalting Pit	7301 Calle Agua Salado.	Yuma	AZ	85364				
C—Interior	Yuma Desalting Pit	7301 Calle Agua Salado.	Yuma	AZ	85364	X	X		
O—Navy	Marine Corps Air Station, Yuma.	Ave 3-E	Yuma	AZ	85364	X	X	X	
C—Navy	Marine Corps Air Station, Yuma.	Ave 3-E	Yuma	AZ	85364	X	X	X	X
O—Air Force	Air Force Plant 42	20th Street & Aves. D & M.	Palmdele	CA	93550	X	X		X
C—Air Force	Air Force Plant 42 (Rockwell International).	20th Street & E Aves. D & M.	Palmdele	CA	93550	X	X		X
O—Air Force	George Air Force Base.	331 CSG/DE	Victorville	CA	92392	X	X	X	X
C—Air Force	George Air Force Base.	331 CSG/DE	George AFB	CA	92392	X	X	X	X
O—Air Force	Norton Air Force Base.	63ABG/DE	Norton AFB	CA	92409	X	X		X
C—Air Force	Norton Air Force Base.	63ABNG/DE	Norton AFB	CA	92409	X	X	X	X
O—Air Force	Sunnyvale Air Force Station.	6594 ABS/CC	Sunnyvale	CA	94088		X		X
C—Air Force	Camp Parke Communication Annex.	6594 ABS/CC	Pleasanton	CA	94088			X	X
O—Army	Oakland Army Base	Bldg-1 Alaska St	Oakland	CA	94626		X		X
C—Army	Oakland Army Base	Bldg-1 Alaska St	Oakland	CA	94626	X	X	X	X
O—Army	Riverbank Army Ammunition Depot.	5300 Claus Rd	Riverbrook	CA	95367-0678				X
C—Army	Riverbank Army Ammunition.	5300 Claus Rd	Riverbank	CA	95367-0678	X	X	X	X
O—Defense	Defense Fuel Supply Center Ozol.	Carquinez Scenic Drive.	Martinez	CA	94533		X	X	X
C—Defense	Defense Fuel Supply Center Ozol.	Carquinez Scenic Drive.	Martinez	CA	94553		X	X	X
O—Energy	Energy Technology Engineering Center.	Woolsey Canyon	Ventura County	CA	96063	X			
C—Energy	Energy Technology Engineering Center.	Santa Susana Mtn	Chatsworth County	CA	93063	X		X	
O—General Services Admin.	GSA Federal Building	450 Golden Gate Avenue.	San Francisco	CA	94102		X		
C—General Services Admin.	GSA Philip Burton Federal Building	450 Golden Gate Avenue.	San Francisco	CA	94102		X		

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Interior	BLM—Shell Oil Co. of California Gore B.	T31SR22ESEC21	Taft	CA			X	X	X
C—Interior	BLM—Shell Oil Co. of California Gore B.	T31SR22ESEC21	Taft	CA					X
O—NASA	H.L. Dryden Flight Research Facility.	PO Box 273	Edwards	CA	93523-5000	X	X		
C—NASA	H.L. Dryden Flight Research Facility.	PO Box 273	Edwards	CA	93523-5000	X	X	X	
O—Navy	Marine Corps Air Station, El Toro.	EEPB Fac Mgmt Dept.	Santa Ana	CA	92709		X	X	X
C—Navy	Marine Corps Air Station, El Toro.	EEPB Fac Mgmt Dept.	Santa Ana	CA	92709	X	X	X	X
O—Navy	Marine Corps Air Station, Tustin.	USMC Air Station	Tustin	CA	92710-5001	X			X
C—Navy	Marine Corps Air Station, Tustin- Helicopter.	USMC Air Station	Tustin	CA	92710-5001	X	X		X
O—Navy	Marine Corps Mountain Warfare Training Center.	Pickle Meadows	Bridgeport	CA	92517		X		X
C—Navy	Marine Corps Mountain Warfare Training Center.	Pickle Meadows	Bridgeport	CA	93517		X		X
O—Navy	Naval Air Facility, El Centro.	Route 80	El Centro	CA	92234	X	X		
C—Navy	Naval Air Facility, El Centro.	Route 80	El Centro	CA	92234	X	X		X
O—Navy	Naval Air Logistics Force, Crows.	Nalf Crows Landing	Crows Landing	CA	95313		X		
C—Navy	Naval Air Logistics Force, Crows Landing.	Nalf Crows Landing	Crows Landing	CA	95313		X		
O—Navy	Naval Communication Station, Stockton.	Rough & Ready Island.	Stockton	CA	95203	X	X		X
C—Navy	Naval Communication Station, Stockton.	Rough & Ready Island.	Stockton	CA	95203	X	X	X	X
O—Navy	Naval Petroleum Reserve #1.	Elk Hills	Tupman	CA	93276	X	X	X	
C—Energy	Naval Petroleum Reserve #1.	Elk Hills	Tupman	CA	93276				X
O—Navy	Naval Shipyard, Mare Island.	W. End Of Tennessee St.	Vallejo	CA	94592	X	X		X
C—Navy	Naval Shipyard, Mare Island.	W. End Of Tennessee St.	Vallejo	CA	94592	X	X	X	X
O—Navy	Naval Station, San Diego.	Bldg 3275, P.O. Box 113.	San Diego	CA	92136	X	X		
C—Navy	Naval Station, San Diego.	Bldg 3275, P.O. Box 113.	San Diego	CA	92136	X	X	X	X
O—Navy	Naval Submarine Base, San Diego.	Naval Station	San Diego	CA			X		
C—Navy	Naval Submarine Base, San Diego.	Naval Station Building 545.	San Diego	CA			X	X	
O—Navy	Naval Supply Center, Oakland.	7th & Maritime Building 311 East.	Oakland	CA	94623	X	X		X
C—Navy	Naval Supply Center, Oakland.	7th & Maritime Building 311 East.	Oakland	CA	94623	X	X	X	X
O—Navy	Naval Supply Center, Point Loma Annex.	NAVSUBSUPPFAC San Diego.	San Diego	CA	92152	X	X		X
C—Navy	Naval Supply Center, Point Loma Annex.	NAVSUBSUPPFAC San Diego Bldg 546.	San Diego	CA	92152	X	X		X
O—Navy	Naval Weapons Station, China Lake.	Code 2632	China Lake	CA	93555	X	X		X
C—Navy	Naval Weapons Station, China Lake.	Code 2632	China Lake	CA	93555	X	X	X	X
O—Navy	Naval Weapons Station, Concord.	Port Chicago Hwy	Concord	CA	94520	X			X
C—Navy	Naval Weapons Station, Concord.	Port Chicago Hwy	Concord	CA	94520	X		X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Navy	Nav Weapons Station, Seal Beach-Fallbrook.	600 Fallbrook W/ Ammunition Rd.	Fallbrook	CA	92028		X		
C—Navy	Nav Weapons Station, Seal Beach-Fallbrook.	600 Fallbrook W/ Ammunition Rd.	Fallbrook	CA	92028	X	X	X	X
O—Navy	Pacific Missile Test Center, Point Mugu.		Point Mugu	CA					
C—Navy	Pacific Missile Test Center, Point Mugu.		Point Mugu	CA	93042	X	X		X
O—Transportation	Twelfth Coast Guard, District FLP.	Coast Guard, Government Island.	Alameda	CA	94501		X		
C—Transportation	US Coast Guard Support Center, Alameda.	Coast Guard, Government Island.	Alameda	CA	94501		X		
O—Transportation	US Coast Guard Base.	Yerba Buena Island	San Francisco	CA	94130		X		
C—Transportation	US Coast Guard Base, San Francisco.	Yerba Buena Island	San Francisco	CA	94130		X		
O—Transportation	USCG Base Terminal Island.	1801 Seaside Ave	San Pedro	CA	90731		X		
C—Transportation	US Coast Guard Support Center, San Pedro.	1801 Seaside Ave	San Pedro	CA	90731		X		
O—Air Force	Air Force Plant Pjks	12250 S. Hwy 75	Waterton	CO	80120			X	X
C—Air Force	Air Force Plant Pjks Property.	12250 S. Hwy 75	Waterton	CO	80120			X	X
O—Army	Ft. Carson—U.S. Army.	DFAE Bldg. 304, AFZC-FE-EQ.	Ft. Carson	DO	80913	X	X		X
C—Army	Ft. Carson—U.S. Army.	DFAE Bldg. 304, AFZC-FE-EQ.	Ft. Carson	CO	80913	X	X	X	X
O—Energy	Solar Energy Research Inst.	1617 Cole Blvd	Golden	CO	80401		X		X
C—Energy	Solar Energy Research.	1617 Cole Blvd	Golden	CO	80401	X	X		X
O—EAP	US EPA-Nat'l Enforcement Invest Ctr.	DFC	Denver	CO	80225	X			
C—EPA	National Enforcement Investigation Center.	DFC	Denver	CO	80225	X			
O—Interior	BLM-Orchard Mesa Landfill.	T2SR1ESEC4, 5	Grand Junction	CO	81506				X
C—Interior	BLM-Orchard Mesa Landfill.	T2SR1ESEC4, 5 Hwy 5.-SW of 29¼ RD.	Grand Junction	CO	81506				X
O—Interior	BLM-Placerville Tram Site.	T44NR11WSEC35	Placerville	CO					X
C—Interior	BLM-Placerville Tram Site.	T44NR11WSEC35 HWY 62.	Placerville	CO	81430				X
O—Interior	BLM-Sawpit Tram Site.	T43NR10WSEC18		CO					X
C—Interior	BLM-Sawpit Tram Site (Ore Storage).	T43NR10WSEC18	Saw Pit	CO					X
O—Interior	US Bureau of Rec.-Engineering Lab/ Wtr&Pwr Resrces.	Denver Federal Center, Bldg. 56.	Denver	CO	80225	X	X		
C—Interior	US Bureau of Rec.-Engineering & Research Center.	Denver Federal Center, Bldg. 56.	Denver	CO	80225	X	X		
O—Energy	Knolls Atomic Power Laboratory Windsor Site.	Prospect Hill Road	Windsor	CT	06095	X	X		
C—Energy	US DOE Knolls Atomic Power Laboratory Windsor Site.	Prospect Hill Road	Windsor	CT	06095	X	X		
O—Navy	Naval Underwater Systems Center.	New London Laboratory.	New London	CT	06302		X		
C—Navy	Naval Underwater Systems Center.	New London Laboratory.	New London	CT	06320		X		
O—Treasury	US Bureau of Engraving & Printing.	14th & C Sts SW	Washington	CD	20228	X	X		
C—Treasury	US Bureau of Engraving & Printing.	14th & C Sts SW	Washington	CD	20228		X		

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Corps of Engineers, Civil.	USA—COE Canal Site.	Main St. North St Georges.	Newcastle	E	19733			X	
C—Corps of Engineers, Civil.	USA—COE Canal Site.	Main St. North St Georges.	Newcastle	DE	19733			X	X
O—Air Force	Avon Park AFB	56 Combat Support Group/DE.	MacDill AFB	FL	33608		X		
C—Air Force	Avon Park AFB	56 Combat Support Group/DE.	MacDill AFB	FL	33608		X		
O—Air Force	Cape Canaveral	6550 ABW DER	Patrick AFB	FL	32925		X	X	X
C—Air Force	Cape Canaveral	6550 ABW/DER	Patrick AFB	FL	32925	X	X	X	X
O—Air Force	Eglin AFB	ADTC/CCN	Eglin AFB	FL	32542	X	X	X	X
C—Air Force	Eglin AFB	ADTC/CCN	Eglin AFB	FL	32542	X	X	X	X
O—Air Force	Homestead Air Force Base.	31 CSG/DE	Homestead AFB	FL	33039	X	X	X	
C—Air Force	Homestead Air Force Base.	31 CSG/DE	Homestead AFB	FL	33039	X	X	X	
O—Air Force	MacDill Air Force Base.	56 Combat Support Group/DE.	MacDill AFB	FL	33608	X	X	X	X
C—Air Force	MacDill Air Force Base.	56 Combat Support Group/DE.	MacDill AFB	FL	33608	X	X	X	X
O—Air Force	Patrick Air Force Base.	Base Civil Engineer	Patrick AFB	FL	32925		X	X	
C—Air Force	Patrick Air Force Base.	Base Civil Engineer	Patrick AFB	FL	32925	X	X	X	
O—Air Force	Tyndall Air Force Base.	4756 ABG/DE	Tyndall AFB	FL	32403		X	X	X
C—Air Force	Tyndall Air Force Base.	325 CSB/DE	Tyndall AFB	FL	32403	X	X	X	X
O—Army	USA AMSA 53G/ Tampa.	4823 N Hubert Ave.	Tampa	FL	33614		X		
C—Army	USA AMSA 53G/ Tampa.	4823 N Hubert Ave.	Tampa	FL	33614	X	X		
O—Energy	US Department of Energy—Pinellas Plant.	7887 Bryan Dairy Rd.	Largo	FL	34294		X	X	
C—Energy	US Department of Energy—Pinellas Plant.	7887 Bryan Dairy Rd.	Largo	FL	34294	X	X	X	
O—EPA	US EPA/Research Laboratory.	Sabin Island	Gulf Breeze	FL	32561		X		
C—EPA	Environmental Research Facility.	Sabin Island	Gulf Breeze	FL	32561	X			
O—NASA	Kennedy Space Center.	NASA Mail Code DF- EMS.	Kennedy Space Center.	FL	32889		X		
C—NASA	Kennedy Space Center.	NASA Mail Code DF- EMS.	Kennedy Space Center.	FL	32889	X	X		
O—Navy	Naval Air Sta, Jacksonville.	Code 184 Public Wks Dept Box 5.	Jacksonville	FL	32212		X		
C—Navy	Naval Air Sta, Jacksonville.	Code 184 Public Wks Dept Box 5.	Jacksonville	FL	32212	X	X		
O—Navy	Naval Air Station, Cecil Field.	103rd St. & Normandy Blvd.	Jacksonville	FL	32215		X	X	
C—Navy	Naval Air Station, Cecil Field.	103rd St. & Normandy Blvd.	Jacksonville	FL	32215	X	X	X	
O—Navy	Naval Air Station, Key West.	Naval Air Station	Key West	FL	33042		X		
C—Navy	Naval Air Station, Key West.	Naval Air Station	Key West	FL	33042	X	X		
O—Navy	Naval Coastal Systems Ctr, Panama City.	Code 631OMC	Panama City	FL	32407		X	X	
C—Navy	Naval Coastal Systems Ctr, Panama City.	Code 631OMC	Panama City	FL	32407	X	X	X	X
O—Navy	Naval Station Mayport.	PO Box 265 Naval Station.	Mayport	FL	32228		X	X	X
C—Navy	Naval Station Mayport.	PO Box 265 Naval Station.	Mayport	FL	32228	X	X	X	X
O—Transportation	USCG Base, Miami Beach.	100 MacArthur Cswy	Miami Beach	FL	33139		X		
C—Transportation	USCG Base, Miami Beach.	100 MacArthur Cswy	Miami Beach	FL	33139		X	X	
O—Air Force	Moody Air Force Base/GA TAC.	347 CSG/DE	Moody AFB	GA	31669		X	X	X
C—Air Force	Moody Air Force Base/GA TAC.	347 CSG/DE	Moody AFB	GA	31669	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Air Force.....	Robins Air Force Base.	2853 CES/DE .....	Robins Air Force Base.	GA	31098		X	X	X
C—Air Force.....	Robins Air Force Base.	2853 CES/DE .....	Robins Air Force Base.	GA	31098	X	X	X	X
O—Air Force.....	USAF Plant No. 6 Lockheed.	86 S Cobb Drive .....	Marietta .....	GA	30063		X	X	X
C—Air Force.....	USAF Plant No. 6 Lockheed.	86 S Cobb Drive .....	Marietta .....	GA	30063	X	X	X	X
O—Army.....	USA Fort Benning.....	GA. Hwy 1 & US 27 .....	Fort Benning.....	GA	31905		X		X
C—Army.....	USA Fort Benning.....	GA. Hwy 1 & US 27 .....	Fort Benning.....	GA	31905	X	X		X
O—Army.....	USA Fort Gillem.....	Attn AFZK-EH-C .....	Forest Park.....	GA	30330		X	X	X
C—Army.....	USA Fort Gillem.....	Attn AFZK-EH-C .....	Forest Park.....	GA	30330		X	X	X
O—Army.....	USA Fort Gordon & HQ USA Signal Ctr.	ATZHFE EC.....	Fort Gordon.....	GA	30905		X		
C—Army.....	USA Fort Gordon & HQ USA Signal Ctr.	ATZHFE EC.....	Fort Gordon.....	GA	30905		X		X
O—Army.....	USA Fort Stewart.....	24th Infantry Div AFZP-DEN-E.	Fort Stewart.....	GA	31314		X	X	X
C—Army.....	USA Fort Stewart.....	24th Infantry Div AFZP-DEN-E.	Fort Stewart.....	GA	31314	X	X	X	X
O—Navy.....	Marine Corps Logistics Base, Albany.	Fleming Rd .....	Albany .....	GA	31704		X	X	X
C—Navy.....	Marine Corps Logistics Base, Albany.	Fleming Rd .....	Albany .....	GA	31704	X	X	X	X
O—Navy.....	Naval Submarine Base, Kings Bay.	GA State Hwy Spur .....	Kings Bay.....	GA	31547		X	X	X
C—Navy.....	Naval Submarine Base, Kings Bay.	GA State Hwy Spur .....	Kings Bay.....	GA	31547	X	X	X	X
O—Navy.....	Apra Harbor Naval Complex.	Apra Harbor Naval .....	Piti .....	GU	96630				X
C—Navy.....	Apra Harbor Naval Complex.	Apra Harbor Naval Complex.	Piti .....	GU	96630				X
O—Navy.....	Naval Air Station Agana.		Agana.....	GU	96637		X		X
C—Navy.....	Naval Air Station Agana.		Agana.....	GU	96637	X	X		X
O—Navy.....	Naval Station, Guam .....	Navy Public Wks Ctr. ....	Agana.....	GU	96630	X	X		X
C—Navy.....	Naval Station, Guam .....	Navy Public Wks Ctr. ....	Agana.....	GU	96630	X	X	X	X
O—Air Force.....	Johnston Atoll Nat'l Wildlife Refuge.	P.O. Box 50167.....	Honolulu.....	HI	96850			X	
C—Air Force.....	Johnston Atoll Nat'l Wildlife Refuge.	P.O. Box 50167.....	Honolulu.....	HI	96850		X	X	
O—Interior.....	Howland Island National Wildlife Refuge.	P.O. Box 50167.....	Honolulu.....	HI					X
C—Interior.....	Howland Island National Wildlife Refuge.	P.O. Box 50167.....	Honolulu.....	HI				X	
O—Navy.....	Kaneohe Bay Marine Corps Air Station.	MCAS Kaneohe Base Moakapu Penin.	Kaneohe Bay.....	HI	96863	X	X		
C—Navy.....	Kaneohe Bay Marine Corps Air Station.	MCAS Kaneohe Base Moakapu Penin.	Kaneohe Bay.....	HI	96863	X	X		X
O—Navy.....	Naval Magazine Lualualei.		Westloch .....	HI	96860	X	X		
C—Navy.....	Naval Magazine Lualualei.	Naval Magazine Demilitarization Furnace.	Westloch .....	HI	96860	X	X		X
O—Navy.....	Naval Shipyard, Pearl Harbor.		Pearl Harbor .....	HI	96860	X	X		X
C—Navy.....	Naval Shipyard, Pearl Harbor.		Pearl Harbor .....	HI	96860	X	X	X	X
O—Navy.....	Pacific Missile Range Facility.	Pacific Missile Range Facility.	Kekaha .....	HI	96752	X	X		
C—Navy.....	Pacific Missile Range Facility.	Pacific Missile Range Facility.	Kekaha .....	HI	96752	X	X	X	
O—Navy.....	Pearl Harbor Navy Public Works Ctr.	Naval Station Area .....	Pearl Harbor .....	HI	96860	X	X		X
C—Navy.....	Pearl Harbor Navy Public Works Ctr.	Naval Station Area .....	Pearl Harbor .....	HI	96860	X	X	X	X
O—Army.....	Iowa Army Ammunition Plant.	Hwy 79 Off Middletown Road.	Middletown .....	IA	52636	X	X		X
C—Army.....	Iowa Army Ammunition Plant.	Hwy 79 Off Middletown Road.	Middletown .....	IA	52636	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Agriculture	USDA FS Clayton Creek Dump.	T 39 N, R 11E, SEC 21.	Headquarters	ID	83534				X
C—Agriculture	Clearwater National Forest.	T 39 N, R 11E, SEC 21.	Headquarters	ID	83534				X
O—Air Force	Mountain Home AFB	366 CSG/DE	Mountain Home	ID	83648				X
C—Air Force	Mountain Home AFB	366 CSG/DE	Mountain Home AFB	ID	83648	X	X	X	X
O—Energy	USDOE Idaho Nat'l Engineering Lab.	AEC Testing Reservation.	Scoville	ID	83401				X
C—Energy	USDOE Idaho Nat'l Engineering Lab.	US Hwy 20/26, 40 mi west of Idaho Falls.		ID	83401	X	X		X
O—Interior	BLM-Champagne Creek Mine.	T3N R24W SEC15	Grouse	ID	83242			X	X
C—Interior	BLM-Champagne Creek Mine.	T3N R24E SEC15	Grouse	ID	83242			X	X
O—Interior	BLM Shoshone (Glen Cave).	T4S R17E S14	Shoshone	ID	83352				X
O—Interior	BLM Shoshone (Gwinn Cave).	T4S R17E S14	Shoshone	ID	83352				X
O—Interior	BLM-Delmar Silver Mine.	T.15S.R.35E		ID					X
C—Interior	BLM-Delmar Silver Mine.	T.15S.R.35E		ID					X
O—Interior	BLM-Owyhee Co. Marsing/Homedale Lf.	T2NR5WSEC8		ID					X
C—Interior	BLM-Owyhee Co. Marsing/Homedale Lf.	Johnson Rd. T4N R5W S32 SW ¼.	Marsing-Homedale	ID	83639				X
O—Air Force	Chanute Air Force Base.	3345 ABG/DE	Rantoul	IL	61858	X	X	X	X
C—Air Force	Chanute Air Force Base.	3345 ABG/DE	Rantoul	IL	61868	X	X	X	X
O—Army	Joliet Army Ammo Plant Uniroyal Mfg Area.	6 Miles S. of Elwood Off Rte. 53, Will County.	Joliet	IL	60634		X		X
C—Army	Joliet Army Ammunition Plant.	6 Miles S. of Elwood Off Rte. 53, Will County.	Joliet	IL	60634	X	X		X
O—EPA	US EPA Central Regional Lab.	536 S. Clark Street, 10th Floor.	Chicago	IL	60605		X		
C—EPA	Region 5, Environmental Services Division Laboratory.	536 S. Clark Street, 10th Floor.	Chicago	IL	60605		X		
O—Air Force	McConnell AFB	384 CSG/DE	Wichita	KS	67221	X	X		
C—Air Force	McConnell AFB	384 CSG/DE 2801	Wichita	KS	67221	X	X	X	X
O—Army	Combined Arms Cnt. & Ft. Leavenworth.	Ft. Leavenworth Reservation.	Leavenworth	KS	66027	X	X		
C—Army	Combined Arms Cnt. & Ft. Leavenworth.	Ft. Leavenworth Reservation.	Leavenworth	KS	66027	X	X	X	
D—Army	Ft. Riley 1st Infantry Div (M).	Dickmon Ave.	Junction City	KS	66442	X	X		
C—Army	Ft. Riley 1st Infantry Div (M).	Dickman Ave.	Junction City	KS	66442	X	X	X	X
O—Army	Kansas AAP	3 Miles East of Town	Parsons	KS	67357	X	X		X
C—Army	Kansas AAP	3 Miles East of Town	Parsons	KS	67357	X	X	X	X
O—Army	Sunflower Army Ammunition Plant.	103 Rd St. South of Desoto.	Desoto	KS	66018	X	X		
C—Army	Sunflower Army Ammunition Plant.	103 Rd St. South of Desoto.	Desoto	KS	66018	X	X	X	X
O—Army	Lexington-Bluegrass Army Depot.	Haley Rd.	Lexington	KY	40511		X	X	X
C—Army	Lexington-Bluegrass Army Depot.	Haley Rd.	Lexington	KY	40511	X	X	X	X
O—Army	USA ARMC & Fort Knox.	Hwy 31 W	Fort Knox	KY	40121		X	X	
C—Army	USA ARMC & Fort Knox.	Hwy 31 W	Fort Knox	KY	40121	X	X	X	
O—Army	Fort Campbell	AFZB-FE-ECE	Fort Campbell	KY	42223			X	X
C—Army	Fort Campbell	AFZB-FE-ECE	Fort Campbell	KY	42223	X	X	X	X
O—Energy	US DOE Paducah Gas Diffusion Plt.	PO Box 1410	Paducah	KY	42001		X	X	
C—Energy	US DOE Paducah Gas Diffusion Plt.	PO Box 1410	Paducah	KY	42001	X	X	X	
O—Navy	Naval Ordnance Station, Louisville.	Southside Dr. MDS 42	Louisville	KY	40214		X	X	

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
C—Navy	Naval Ordnance Station, Louisville.	Southside Dr. MDS 42.	Louisville	KY	40214	X	X	X	
O—Air Force	Columbus Air Force Base.	14 ABG/DE	Columbus AFB	MS	39701	X	X	X	X
C—Air Force	Columbus Air Force Base.	14 ABG/DE	Columbus AFB	MS	39701		X	X	X
O—Air Force	Barksdale Air Force Base.	2CSG/CC	Barksdale AFB	LA	71110	X	X	X	X
C—Air Force	Barksdale Air Force Base.	2CSG/CC	Bossier City	LA	71110	X	X	X	X
O—Air Force	England Air Force Base.	23 CSG/DE	Alexandria	LA	71311	X	X	X	X
C—Air Force	England Air Force Base.	23 CSG/DE	England AFB	LA	71311	X	X	X	X
O—Army	IUS Army Fort Polk and Peason Ridge.	HQ. 5th Infantry Div. & Fort Polk.	Fort Polk	LA	71459		X	X	
C—Army	IUS Army Fort Polk and Peason Ridge.	HQ. 5th Infantry Div. & Fort Polk.	Fort Polk	LA	71459	X	X	X	X
O—NASA	NASA—Martin Marietta Aerospace.	13800 Old Gentilly Road.	New Orleans	LA	70129		X	X	
C—NASA	NASA—Martin Marietta Aerospace.	13800 Old Gentilly Road.	New Orleans	LA	70129	X	X	X	
O—Navy	Naval Air Station, New Orleans.	32 Belle Chase Hwy.	Belle Chase	LA	70037		X		
C—Navy	Naval Air Station, New Orleans.	32 Belle Chase Hwy.	Belle Chase	LA	70037		X		X
O—Air Force	Hascom Air Force Base.	3245 ABG/CC	Hanscom AFB	MA	01731		X		X
C—Air Force	Hascom Air Force Base.	3245 ABG/CC	Bedford	MA	01731		X		X
O—Army	US Army Fort Devens.	Buena Vista St.	Ayer	MA	01433	X	X	X	X
C—Army	US Army Fort Devens.	Buena Vista St.	Ayer	MA	01433	X	X	X	X
O—Army	US Army Research Devel and Engineering Ctr.	Kansas St.	Natick	MA	01760		X	X	
C—Army	US Army Research Devel and Engineering Ctr.	Kansas St.	Natick	MA	01760		X	X	
O—Army	USW Army Fort Devens Sudbury, Anex.	Hudson Rd.	Sudbury	MA	01776				X
C—Army	USW Army Natick R&D Labs, Sudbury, Anex.	Hudson Rd.	Sudbury	MA	01776				X
O—Army	US Army Matis Tech Lab.	Arsenal St.	Watertown	MA	02172	X	X	X	X
C—Army	US Army Matis and Mech Res Ctr.	Arsenal St.	Watertown	MA	02172	X	X	X	X
O—Interior	Cape Cod Seashore	East off Route 8	Well Fleet	MA	02667				X
C—Interior	Cape Cod Seashore—Camp Wellfleet.	East off Route 8	Well Fleet	MA	02667				X
O—Navy	USN NAS S Weymouth.		Weymouth	MA	02190		X		
C—Navy	Naval Air Station South Weymouth.	NAS S Weymouth PWD Code 72.3.	South Weymouth	MA	02190		X		
O—Transportation	Coast Guard, S. Weymouth Bouy Det.	Trotter Road	Weymouth	MA	02190	X	X		
C—Transportation	Coast Guard, S. Weymouth Bouy Depot.	Trotter Road	South Weymouth	MA	02190	X	X		
O—Transportation	USCG Base, Woods Hole.	Little Harbor Road	Falmouth	MA	02543		X		
C—Transportation	USCG Base, Woods Hole.	Little Harbor Road	Falmouth	MA	02543		X		
O—Agriculture	FDA—Beltsville Agricultural Res. Ctr.	Buildings 1321 & 204 BARL Muirkirk Rd.	Beltsville	MD	20705		X	X	X
C—Agriculture	Beltsville Agricultural Res. Ctr.	Buildings 1321 & 204 BARC Muirkirk Rd.	Beltsville	MD	20705		X	X	X
O—Defense	NSA (FANX I, II, III)	Elkridge Landing Rd.	Linthicum	MD	21090	X			
O—Defense	NSA (FANX I, II, III)	Elkridge Landing Rd.	Linthicum	MD	21090		X		
O—Navy	David W Taylor Naval R&D Yard.	Old Severn River Bridge.	Annapolis	MD	21402		X		X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
C—Navy	US Naval Station, Annapolis.	Old Severn River Bridge.	Annapolis	MD	21402		X		X
O—Navy	Naval Communication Unit, Washington.	Dangerfield & Common Rd.	Clinton	MD	20735		X		
C—Navy	Naval Communication Unit, Washington.	Dangerfield & Common Rd.		MD	20735		X		
O—Navy	Naval Research Lab Launch.	Berry Road	Waldorf	MD					
C—Navy	US Naval Research Lab Launch.	Berry Road	Waldorf	MD	20601				X
O—Navy	NAVSUPPFAC Thurmont.	Box 1000	Thurmont	MD	21788				X
C—Navy	Naval Support Facility Thurmont.	Box 1000	Thurmont	MD	21788				X
O—Navy	NSWC White Oak	10901 New Hampshire Ave.	White Oak	MD	20903	X	X	X	X
C—Navy	Naval Systems Weapons Center White Oak.	10901 New Hampshire Ave.	Silver Spring	MD	209003	X	X	X	X
O—Defense	Fuel Support Pt Casco Bay.	Rt 123 South Harpwell Neck.	Cumberland	ME	04079		X	X	X
C—Defense	Defense Fuel Support Pt Casco Bay.	Rt 123 South Harpwell Neck.	Cumberland	ME	04079		X	X	X
O—Defense	Fuel Support Pt Searsport.	Trundy Road	Searsport	ME	04974		X	X	X
C—Defense	Defense Fuel Support Pt Searsport.	Trundy Road Box 112.	Searsport	Me	04974		X	X	X
O—Navy	USN Naval Communications Unit.		Cutler	ME	04626		X		
C—Navy	USN Naval Communications Unit Cutler.		Cutler	ME	04626		X		
O—Air Force	Richards Gebaur AFB.	424 CSG/DE	Belton	MO	64030			X	
C—Air Force	Richards Gebaur AFB.	424 CSG/DE	Belton	MO	64030			X	X
O—Air Force	Whiteman AFB	357 CSG/CC	Knobnoster	MO	65305	X	X		
C—Air Force	Whiteman AFB	357 CSG/CC	Knobnoster	MO	65336	X	X		X
O—Army	St. Louis Ordnance Plant.	4300 Goodfellow Blvd.	St. Louis	MO	63120		X		X
C—Army	St. Louis Army Ammo Plant.	4300 Goodfellow Blvd.	St. Louis	MO	63120			X	X
O—Defense	Defense Mapping— FEE.	3200 S. Second Street.	St. Louis	MO	63118		X		
C—Defense	Defense Mapping— FEE.	3200 S. Second Street.	St. Louis	MO	63118		X		X
O—Defense	Defense Mapping Agency—FEE.	8900 S. Broadway	St. Louis	MO	63118		X		
C—Defense	Defense Mapping Agency—FEE.	8900 S. Broadway	St. Louis	MO	63118		X		X
O—Energy	Weldon Spring Chemical Plant.	St Hyw 94 2 Mi S of US 40.		MO	63301		X		
C—Energy	Weldon Spring Chemical Plant.	St Hwy 94 2 Mi S of US 40.	St. Charles	MO	63301		X		X
O—EPA	US EPA Laboratory	25 Funston Road	Kansas City	MO	66115	X	X	X	
C—EPA	Region 7, Environmental Services Division Laboratory.	25 Funston Road	Kansas City	KS	66115	X	X	X	X
O—EPA	US EPA Mobile Incineration System.	SE ¼ NW ¼ NW ¼ SEC 20.	McDowell	MO	65769		X		
C—EPA	EPA Mobile Incinerator.	SE ¼ NW ¼ NW ¼ SEC 20.	McDowell	KS	65769		X		X
O—General Services Admin.	Federal Center	2306 East Bannister Road.	Kansas City	MO	64131			X	
C—General Services Admin.	Federal Center	2306 East Bannister Road.	Kansas City	MO	64131		X	X	X
O—General Services Admin.	General Services Administration.	1500 Bannister Road	Kansas City	MO	64131		X		
C—General Services Admin.	General Services Administration.	1500 Bannister Road	Kansas City	MO	64131		X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Air Force	Keesler AFB	3380 CES/DE	Keesler AFB	MS	39534		X	X	X
C—Air Force	Keesler AFB	3380 CES/DE	Keesler AFB	MS	39534	X	X	X	X
O—Army	Mississippi Army Ammo Plant.	Bldg 9101 NASA NSTL.		MS	39529		X		X
C—Army	Mississippi Army Ammo Plant.	Bldg 9101 NASA NSTL.	Bay St. Louis	MS	39529		X		X
O—Army	USA Engr Environ Lab Waterways Exp Sta.	PO Box 631	Vicksburg	MS	39180		X	X	X
C—Army	USA Engr Environ Lab Waterways Exp Sta.	PO Box 631	Vicksburg	MS	39180	X	X	X	X
O—Interior	BLM—Ermont Mill Tailings.	T6SR11WSEC35		MT					X
C—Interior	BLM—Ermont Mill Tailings.	T6SR11WSEC35	Argenta	MT	59725				X
O—Interior	BLM—Thorium City Waste Dump.	T10SR15WSEC21		MT					X
C—Interior	BLM—Thorium City Waste Dump.	T10SR15WSEC21, 22, 27, 28.	Grant	MT	59734				X
O—Interior	BLM—Tungsten Mill Tailings.	T4WR9WSEC4, 5, 9		MT					X
C—Interior	BLM—Tungsten Mill Tailings.	T4WR9WSEC4, 5, 9	Glen	MT	59732				X
O—Air Force	Seymour Johnson Air Force Base.	4 CSG/DE	Seymour Johnson Air Force Base.	NC	27531		X	X	X
C—Air Force	Seymour Johnson Air Force Base.	4 CSG/DE	Seymour Johnson Air Force Base.	NC	27531	X	X	X	X
O—Health and Human Services.	Nat Inst. of Environ. Health Sci.	S on Alexander Dr	Research Tri Park	NC	27709		X		X
C—Health and Human Services.	Nat Inst. of Environ. Health Sci.	S on Alexander Dr	Research Triangle Park.	NC	27709	X	X		X
O—Navy	Marine Corps Air Station, Cherry Point.	NC Hwy 101	Cherry Point	NC	28533	X	X	X	X
C—Navy	Marine Corps Air Station, Cherry Point.	NC Hwy 101	Cherry Point	NC	28533	X	X	X	X
O—Navy	Marine Corps Air Station, New River.	Fire Fighting Training Pitt.	Jacksonville	NC			X		
C—Navy	Marine Corps Air Station, New River.	Fire Fighting Training Pitt.	Jacksonville	NC			X		X
O—Navy	Marine Corps Base, Camp Lejeune.	NC Hwy 24 & US Hwy 16.	Camp Lejeune	NC	28542		X	X	X
C—Navy	Marine Corps Base, Camp Lejeune.	NC Hwy 24 & US Hwy 16.	Camp Lejeune	NC	28542	X	X	X	X
O—Transportation	USCG Support Center.	Hwy 34 S/4 Mi. S of	Elizabeth City	NC	27909		X	X	
C—Transportation	USCG Support Center.	Hwy 34 S/4 Mi. S of Elizabeth City.	Elizabeth City	NC	27909	X	X	X	
O—Agriculture	Roman L. Hruska Meat Animal Resource Cntr	State Spur 18D		NE	66933		X		X
C—Agriculture	Roman L. Hruska Meat Animal Resource Cntr	State Spur 18D	Clay Center	NE	66933		X		X
O—Air Force	Offutt Air Force Base	55 CSG/CC	Offutt AFB	NE	68113	X	X		X
O—Air Force	Offutt Air Force Base	55 CSG/CC	Offutt AFB	NE	68113	X	X	X	
O—Interior	McMurtry Marsh	South Highway 6, 10 Miles East of Hastings.	Hastings	NE					X
C—Interior	McMurtry Marsh	South Highway 6, 10 Miles East of Hastings.	Hastings	NE	68933				X
O—Navy	Naval Support Activity.	Fort Omaha	Omaha	NE					X
C—Navy	Naval & Marine Corp Reserve Center.	Fort Omaha	Omaha	NE	68102				X
O—Defense	Defense Fuel Support Point Melville.	Route 114	Portsmouth	NH	02871		X	XI	X
C—Defense	Defense Fuel Support Point Melville.	Route 114	Portsmouth	RI	02871		X	X	X
O—Defense	US Defense Fuel Support Pt. Newington.	Patterson Lane	Newington	NH	03801		X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
C—Defense	Defense Fuel Support Pt. Newington.	Patterson Lane	Newington	NH	03801		X	X	X
O—Army	U.S. Army Training Center at Ft Dix.	Juliestown—Browns Mill Road.	Wrightstown	NJ	08562	X	X	X	
C—Army	U.S. Army Training Center & Ft Dix.	Juliestown—Browns Mill Road.	Wrightstown	NJ	08562	X	X	X	X
O—Energy	WR Grace and Co.	868 Black Oak Ridge	Pompton Plains	NJ	07444				X
C—Energy	Wayne Interim Storage Site (WR Grace and Co).	868 Black Oak Ridge	Wayne	NJ	07444				X
O—General Services Admin.	GSA Supply Depot	Belle Mead #1 Route 206.	Belle Mead	NJ	08502		X		X
C—General Services Admin.	GSA Supply Depot	Belle Mead #1 Route 206.	Belle Mead	NJ	08502		X		X
O—Interior	Edwin B. Forsythe Nat'l Wildlife Refuge.	700 West Bay Avenue.	Barneget	NJ	08005			X	
C—Interior	Edwin B. Forsythe Nat'l Wildlife Refuge.	700 West Bay Avenue.	Barneget	NJ	08005			X	X
O—Air Force	Cannon Air Force Base.	275 CSG/DE	Cannon AFB	NM	88103	X	X	X	X
C—Air Force	Cannon Air Force Base.	27 CSG/DE	Cannon AFB	NM	88103	X	X	X	X
O—Air Force	Holloman Air Force Base.	833 CSG/DE	Holloman AFB	NM	88330	X	X	X	X
C—Air Force	Holloman Air Force Base.	833 CSG/DE US Hwy 70.	Holloman AFB	NM	88330	X	X	X	X
O—Army	US Army—Fort Wingate Depot Activity.	10 Miles East of Gallup on 1-10.	Gallup	NM	87310	X	X		X
C—Army	US Army—Fort Wingate Depot Activity.	10 Miles East of Gallup on 1-10.	Gallup	NM	87310	X	X	X	X
O—Army	US Army—White Sands Missile Range.		White Sands	NM	88002	X	X		X
C—Army	US Army—White Sands Missile Range.	STEWs-FE	White Sands	NM	88002	X	X		X
O—Energy	US DOE Sandia National Laboratories.		Albuquerque	NM	87116	X	X	X	X
C—Energy	US DOE Sandia National Laboratories.	Kirkland AFB East	Albuquerque	NM	87116	X	X	X	X
O—Energy	US DOE Tonopah Test Range.	Albuquerque Operations Office PO Box 5400.	Albuquerque	NM	87115		X		
C—Energy	US DOE Tonopah Test Range (Sandia Nat'l Lab).	PO Box 10359	Tonopah	NV	89049	X	X		X
O—Interior	BLM—International Materials & Chemical.	Roswell	Roswell	NM					X
C—Interior	BLM—International Materials & Chemical.	Roswell	Roswell	NM					X
O—Interior	BLM—Marathon Oil Co., Indian Basin Plant.	Not Found in Region		NM					
C—Interior	BLM—Marathon Oil Co., Indian Basin Plant.	Not Found in Region		NM					X
O—Interior	Monterey Construction Company.	Highway 285	Carlsbad	NM	88220		X		
C—Interior	Monterey Construction Company.	12 Mi. N of Carlsbad Off Highway 285.	Carlsbad	NM	88220		X		
O—Interior	U of NM Haz Waste Storage Facility.	T23SR2ESEC23	Las Cruces	NM	88001	X		X	X
C—Interior	U of NM Haz Waste Storage Facility.	T23SR2ESEC23	Las Cruces	NM	88001	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—NASA	NASA—JSC Whitesands Test Facility.	Las Cruces	Las Cruces	NM	88004	X	X	X	X
C—NASA	NASA—JSC Whitesands Test Facility.	14 Mi E. & 6 Mi N. of Las Cruces.	Las Cruces	NM	88004	X	X	X	X
O—Veterans Administration.	Veterans Administration Hospital.	2100 Ridgecrest	Albuquerque	NM	87106		X	X	
C—Veterans Administration.	Veterans Administration Hospital.	2100 Ridgecrest	Albuquerque	NM	87106	X	X	X	X
O—Army	Hawthorne Army Ammunition Plant.		Hawthorne	NM	89416	X	X	X	X
C—Army	Hawthorne Army Ammunition Plant.		Hawthorne	NV	89416	X	X	X	X
O—Energy	US DOE Nevada Test Site.	PO Box 98518	Las Vegas	NV	89193-8518	X	X	X	X
C—Energy	US DOE Nevada Test Site (Reynold's Elect).	Nevada Operations Office PO Box 98518.	Las Vegas	NV	89193-8518	X	X	X	X
O—Energy	US DOE Tonopah Test Range.	Albuquerque Operations Office PO Box 5400.	Albuquerque	NM	87115		X		
C—Energy	US DOE Tonopah Test Range (Sandia Nat'l Lab).	PO Box 10359	Tonopah	NV	89049	X	X		X
O—Interior	BLM-Antelope Valley Pesticide.	T25NR42ESEC18	Lander	NV	89310				X
C—Interior	BLM-Antelope Valley Pesticide Site.	T25NR42ESEC18	Lander	NV	89310				X
O—Interior	BLM-Candelaria Partners OMC.	T34NR35ESEC2233435		NV					
C—Interior	BLM-Candelaria Partners OMC.	T34NR35ESEC2233435		NV			X		X
O—Interior	BLM-Cortez Joint Venture.	T27NR47ESEC13		NV					
C—Interior	BLM-Cortez Joint Venture.	T27NR47ESEC13		NV			X		X
O—Interior	BLM-IMCO Services Inc.	T28NR44SEC4 and T28NR46ESEC32.		NV	89620				X
C—Interior	BLM-IMCO Services Inc.	T28NR44ESEC4 and T28NR46ESEC32.		NV	89620				X
O—Interior	BLM-Mound Mineral, Argentum.	T3NR365SSEC85	Esmeralda	NV	89049				X
C—Interior	BLM-Minerals Manage, Argentum Mill.	T3NR365SSEC85	Esmeralda	NV	89049				X
O—Interior	BLM-West Coast Oil & Gas Corp.	T19NR22ESEC26,36	Storey	NV					X
C—Interior	BLM-West Coast Oil & Gas Corp.	T19NR22ESEC26,36	Storey	NV		X		X	
O—Interior	BLM-Western States Minerals.	T36NR50ESEC29,30	Eureka	NV					X
C—Interior	BLM-Gold Strike Mine.	T36NR50ESEC29,30	Eureka	NV					X
O—Interior	Date Street Complex	500 Date St.	Boulder City	NV	89005		X		X
C—Interior	Date Street Complex (Boulder City Eng. Lab).	500 Date St.	Boulder City	NV	89005	X	X		X
O—Interior	Hope Mine	T22NR51ESEC12	White Pine	NV	89301				X
C—Interior	Mt Hope Mine	T22NR51ESEC12	White Pine	NV	89301				X
O—Navy	Naval Air Station, Fallon.	Naval Air Station	Fallo	NY	89406	X	X	X	X
C—Navy	Naval Air Station, Fallon.	Naval Air Station	Fallon	NV	89406	X	X	X	X
O—Agriculture	Plum Island Animal Disease Center.	Plum Island	Orient Point	NY	11957				X
C—Agriculture	Plum Island Animal Disease Center.	Plum Island	Orient Point	NY	11957			X	X
O—Air Force	Air Force Plant #59	600 Main Street	Johnson city	NY	113790			X	X
C—Air Force	Air force Plant #59	600 Main Street	Johnson City	NY	13790				X
O—Air Force	US Air Force Plant #38.	Porter & Balmer Rds	Porter Twp	NY	14131	X	X		X
C—Air Force	US Air Force Plant #38.	Porter & Balmer Rds	Porter Twp	NY	14131	X	X		X
O—Army	Fort Drum #8	Btwn Rts 3 & 11	Watertown	NY	13601	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
C—Army	Fort Drum #8	Btwn Rts 3 & 11	Watertown	NY	13601	X	X	X	X
O—Energy	Colonie Interim Storage/NL Nuclear Metals Div.	1130 Central Ave.	Colonie	NY	11205		X	X	
C—Energy	Colonie Interim Storage Site.	1130 Central Ave.	Colonie	NY	12205		X	X	
O—Transportation	CG Ant Red Beech- Saugerties.		Saugerties	NY	12477		X		
C—Transportation	USCG Aids to Navigation Team.		Saugerties	NY	12477		X		
O—EPA	Environmental Research Center.	26 W. St. Clair Street	Cincinnati	OH	45268	X	X	X	
C—EPA	Andrew W. Breidenbach Environmental Research Center.	26 W. St. Clair Street	Cincinnati	OH	45268	X	X	X	
O—EPA	US EPA Center Hill Solid Waste Lab.	5595 Center Hill Road.	Cincinnati	OH	45268	X	X	X	
C—EPA	Center Hill Hazardous Waste Engineering Research Laboratory.	5595 Center Hill Road.	Cincinnati	OH	45268	X	X	X	
O—EPA	US EPA T & E Facility.	1600 Gest Street	Cincinnati	OH	45203	X	X	X	
C—EPA	Testing and Evaluation Facility.	1600 Gest Street	Cincinnati	OH	45203	X	X	X	
O—Corps of Engineers, Civil.	Robert S. Kerr Lock Dam & Reservoir.	Star Route 4	Sallisaw	OK	74063		X		
C—Corps of Engineers, Civil.	Robert S. Kerr Lock Dam & Reservoir.	Star Route 4	Sallisaw	OK	74063		X		
O—Air Force	Kingsley Field	114 TFTS/CC	Klamath Falls	OR	97601		X		X
C—Air Force	Kingsley Field	114 TFTS/CC	Klamath Falls	OR	97601		X		X
O—Army	US Army Umatilla Depot Activity.	I-84 & Exit 178	Hermiston	OR	97838				X
C—Army	US Army Umatilla Depot Activity.	I-84 & Exit 178	Hermiston	OR	97838	X	X	X	X
O—Agriculture	US Dept of Agriculture Wyndmoor.	600 E Mermaid Ln	Wyndmoor	PA	19118		X		
C—Agriculture	US Dept of Agriculture Wyndmoor.	600 E Mermaid Ln	Wyndmoor	PA	19118		X		
O—Army	New Cumberland Army Depot.	Harrisburg	Harrisburg	PA	17070	X	X	X	X
C—Army	New Cumberland Army Depot.	Harrisburg	New Cumberland	PA	17070	X	X	X	X
O—Army	USA Support Oakdale.	US Army	Oakdale	PA	15071				X
C—Army	Chas Kelly Support Ctr.	US Army	Oakdale	PA	15071		X		X
O—Commerce	DOC Econ Dev Adm- Robins Footwe.	208 N Division St.	Mt Union	PA	17066			X	
C—Commerce	DOC Econ Dev Adm- Robins Footwear.	208 N Division St.	Mt Union	PA	17066			X	
O—Navy	Naval Station Philadelphia.	NAVFAC North Div Code 114.	Philadelphia	PA	19112	X	X		X
C—Navy	Naval Station Philadelphia.	Broad St.-North Div Code 114.	Philadelphia	PA	19112	X	X		X
O—Army	Hayes Army Ammunition Plant.	U.S. Army	Pittsburgh	PA	15207			X	
C—Army	Hayes Army Ammunition Plant.	300 Muffin Road	Pittsburgh	PA	15207			X	
O—Army	Fort Buchanan-U.S. Army Garrison.	Route 28	San Juan	PR	00934	X			X
C—Army	Fort Buchanan-U.S. Army Garrison.	Route 28	San Juan	PR	00934	X	X		X
O—Navy	Naval Ammunition Facility, Vieques.	Route 70	Vieques	PR	00765			X	X
C—Navy	Naval Ammunition Facility, Vieques.	Route 70	Vieques	PR	00765	X	X	X	X
O—Defense	Defense Fuel Support Point Melville.	Route 114	Portsmouth	NH	02871		X	X	X
C—Defense	Defense Fuel Support Point Melville.	Route 114	Portsmouth	NH	02871		X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—EPA	Environmental Research Laboratory.	South Ferry Road	Narragansett	RI	02882		X		
C—EPA	Narragansett Environmental Research Laboratory.	South Ferry Road	Narragansett	RI	02882		X		
O—Interior	Ninigret National Wildlife Refuge.	Third Beach Road, Sachvest Point.	Middletown	RI	02840				X
C—Interior	Ninigret National Wildlife Refuge.	Third Beach Road, Sachvest Point.	Middletown	RI	02840				X
O—Navy	Naval Construction Battalion Ctr, Davisville.	Off Quionessett Road.	North Kingston	RI	02854				X
C—Navy	Naval Construction Battalion Ctr, Davisville.	Off Quionessett Road.	North Kingston	RI	02854				X
O—Navy	Navy Marine Corps Reserve Center.	One Narragansett Ave.	Cranston	RI	02905		X		
C—Navy	Navy Marine Corps Reserve Center.	One Narragansett Ave.	Cranston	RI	02905		X		
O—Navy	US Naval Education and Training Center.		Newport	RI	02840	X	X	X	X
C—Navy	US Naval Education and Training Center.	Public Works Dept. Code 42.	Newport	RI	02840	X	X	X	X
O—Air Force	Charleston Air Force Base.	437 ABG/DE	Charleston	SC	29404		X	X	X
C—Air Force	Charleston Air Force Base.	437 ABG/DE	Charleston	SC	29404	X	X	X	X
O—Air Force	Myrtle Beach Air Force Base.	354 CSG/DE	Myrtle Beach	SC	29577		X	X	X
C—Air Force	Myrtle Beach Air Force Base.	354 CSG/DE	Myrtle Beach	SC	29577	X	X	X	X
O—Air Force	Shaw Air Force Base	363 CSG/DE	Shaw AFB	SC	29152		X	X	X
C—Air Force	Shaw Air Force Base	363 CSG/DE	Shaw AFB	SC	29152	X	X	X	X
O—Defense	Defense Fuel Supply Point—Charleston.	N Rhett Ave	Hanahan	SC	29406		X	X	X
C—Defense	Defense Fuel Supply Point—Charleston.	N Rhett Ave	Hanahan	SC	29406		X	X	X
O—Energy	US DOE Savannah River Pit.	PO Box A	Aiken	SC	29802		X	X	X
C—Energy	US DOE Savannah River Pit.	PO Box A	Aiken	SC	29802	X	X	X	X
O—Navy	Marine Corps Air Station, Beaufort.	Lafrene Road	Beaufort	SC	29904		X	X	X
C—Navy	Marine Corps Air Station, Beaufort.	Lafrene Road	Beaufort	SC	29904	X	X	X	X
O—Navy	Marine Corps Recruit Depot, Parris Island.	Marine Corps Recruit Depot.	Parris Island	SC	29905		X	X	X
C—Navy	Marine Corps Recruit Depot, Parris Island.	Marine Corps Recruit Depot.	Parris Island	SC	29905	X	X	X	X
O—Navy	Naval Shipyard, Charleston.	Viaduct Road	Charleston	SC	29408		X	X	X
C—Navy	Naval Shipyard, Charleston.	Viaduct Road	Charleston	SC	29408	X	X	X	X
O—Navy	Naval Weapons Station, Charleston.	Redbank Road	Charleston	SC	29408			X	X
C—Navy	Naval Weapons Station, Charleston.	Redbank Road	Charleston	SC	29408	X	X	X	X
O—Air Force	Arnold Engr Devlp Ctr.	Commander AEDC	Arnold Air Force Base.	TN	37389		X		X
C—Air Force	Arnold Engr Devlp Ctr.	Commander AEDC	Arnold Air Force Base.	TN	37389	X	X		X
O—Army	Milan Army Ammunition Plant.	Hwy 104	Milan	TN	38358		X	X	X
C—Army	Milan Army Ammunition Plant.	Hwy 104	Milan	TN	38358	X	X	X	X
O—Army	US DOD Defense Depot, Memphis.	2163 Airways Blvd.	Memphis	TN	38114				X
C—Army	US DOD Defense Depot, Memphis.	2163 Airways Blvd.	Memphis	TN	38114	X	X		X
O—Army	USA Holston Army Ammunition Plant.	West Stone Drive	Kingsport	TN	37660		X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
C—Army	USA Holston Army Ammunition Plant.	West Stone Drive	Kingsport	TN	37660	X	X	X	X
O—Army	USA Volunteer Army Ammo Plant.	Bonny Oaks Drive	Chattanooga	TN	37416		X	X	X
C—Army	USA Volunteer Army Ammo Plant.	Bonny Oaks Drive	Chattanooga	TN	37416	X	X	X	X
O—Navy	Naval Air Station Memphis.	Millington-Arlington Road.	Millington	TN	38054		X	X	X
C—Navy	Naval Air Station Memphis.	Millington-Arlington Road.	Millington	TN	38054	X	X	X	X
O—Tennessee Valley Authority.	TVA Bull Run Steam Plant.	Edgemoor Rd. 6 Mi SE of Oak Ridge.	Oak Ridge	TN	37930		X		X
C—Tennessee Valley Authority.	TVA Bull Run Steam Plant.	Edgemoor Rd. 6 Mi SE of Oak Ridge.	Oak Ridge	TN	37930		X		
O—Tennessee Valley Authority.	TVA Kingston Steam Plant.	Natural Resources Building.	Norris	TN	37828				X
C—Tennessee Valley Authority.	TVA Kingston Steam Plant.	Natural Resources Building.	Norris	TN	37828		X		X
O—Air Force	Air Force Plant #4 (General Dynamics).	Grants Lane	Fort Worth	TX	76106	X	X		X
C—Air Force	Air Force Plant #4 (General Dynamics).	Grants Lane	Fort Worth	TX	76106	X	X	X	X
O—Air Force	Bergstrom Air Force Base.	67 CSG/DE	Austin	TX	78743	X	X	X	X
C—Air Force	Bergstrom Air Force Base.	67 CSG/DE	Bergstrom AFB	TX	78743	X	X	X	X
O—Air Force	Dyess Air Force Base.	96 CSG/CC	Abilene	TX	79607	X	X	X	X
C—Air Force	Dyess Air Force Base.	96 CSG/CC	Abilene	TX	79607	X	X	X	X
O—Air Force	Lackland Air Force Base.	3700 ABG/DE	San Antonio	TX	78236		X	X	X
C—Air Force	Lackland Air Force Base.	3700 ABG/DE	San Antonio	TX	78236	X	X	X	X
O—Air Force	Randolph Air Force Base.	12 ABG/DE	San Antonio	TX	78150		X	X	X
C—Air Force	Randolph Air Force Base.	12 ABG/DE	San Antonio	TX	78150	X	X	X	X
O—Army	Fuels and Lub Rsh Facility.	6220 Cueva	San Antoni	TX	78284				X
C—Army	Belvoir Fuels and Lubricant Research Facility.	6220 Cueva	San Antonio	TX	78284				X
O—Army	US Army Air Defense Center & Fort Bliss.	Pershing Drive	Fort Bliss	TX	79916	X	X	X	
C—Army	US Army Air Defense Center & Fort Bliss.	Pershing Drive	Fort Bliss	TX	79916	X	X	X	X
O—Army	US Army, Camp Stanley Storage.	Ralph Fair Road	San Antonio	TX	78204		X		
C—Army	US Army, Camp Stanley Storage.	Ralph Fair Road	San Antonio	TX	78229	X	X		
O—Army	US Army, Corpus Christi AMSA/AEC.	2022 Saratoga	Corpus Christi	TX	78415		X		X
C—Army	US Army, Corpus Christi AMSA/AEC.	2022 Saratoga	Corpus Christi	TX	78415	X	X		X
O—Army	US Army, Houston Armed Forces Center.	1850 Old Spanish Trail.	Houston	TX	77054		X		
C—Army	US Army, Houston Armed Forces Center.	1850 Old Spanish Trail Drive.	Houston	TX	77054	X	X	X	
O—Army	US Army, Longhorn Army Ammunition Plant.	Highway 43	Karnack	TX	75670	X	X	X	X
C—Army	US Army, Longhorn Army Ammunition Plant.	Highway 419 East	Karnack	TX	75661	X	X	X	X
O—Army	US Army, Saginaw Air Craft Plant.	Blue Mound Road East, Highway 156.	Saginaw	TX	76100		X		
C—Army	US Army Plant #2, Bell Helicopter Textron.	Blue Mound Road, Highway 156.	Saginaw	TX	76131		X		
O—Energy	Pantex Plant	2000 South Houston	Amarillo	TX	79120	X	X	X	X
C—Energy	US DOE Pantex Plant.	2000 South Houston	Amarillo	TX	79120	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—General Services Admin.	General Services Administration 7FS.	501 Felix Street.....	Fort Worth .....	TX	78753		X		
C—General Services Admin.	GSA Federal Center 7FS.	501 Felix Street.....	Fort Worth .....	TX	78753		X		
O—NASA.....	NASA Ellington Field.....	Highway 3.....	Houston.....	TX	77088		X		
C—NASA.....	NASA Ellington Field.....	Highway 3.....	Houston.....	TX	77088		X		
O—Navy.....	Naval Air Station Chase Field.	Highway 202.....	Beeville.....	TX	78102		X		X
C—Navy.....	Naval Air Station Chase Field.	SW Hwy 202 5 Mi E. of Beeville.	Beeville.....	TX	78103	X	X		X
O—Navy.....	Naval Weapons Ind. Res Plant, Dallas.	9314 W. Jefferson .....	Grand Prairie .....	TX	75222	X	X	X	X
C—Navy.....	Naval Weapons Ind. Res Plant, Dallas.	9314 W. Jefferson .....	Dallas .....	TX	75211	X	X	X	X
O—Air Force.....	Air Force Plant 78.....	35 Mi. NW of Brigham City, Mail Stop 250.	Brigham City .....	UT	84302			X	X
C—Air Force.....	Air Force Plant 78.....	35 Mi. NW of Brigham City, Mail Stop 250.	Brigham City .....	UT	84302		X	X	X
O—Army.....	Dougway Proving Ground, US Army.	45 Mi. W. of Tooele.....	Dougway.....	UT	84022		X	X	X
C—Army.....	Dougway Proving Ground, US Army.	45 Mi. W. of Tooele.....	Dugway.....	UT	84022		X	X	X
O—Interior.....	BLM—Deseret Mound Mine.	T35NR13WSEC35.....	Cedar City.....	UT	84720				X
C—Interior.....	BLM—Deseret Mound & Mine.	T35NR13WSEC35.....	Cedar City.....	UT	84720				X
O—Interior.....	BLM—Ore Buying Station—Moab.	T26SR22ESEC6 Moab PARLABC.	Moab.....	UT	84532				X
C—Interior.....	BLM—Ore Buying Station—Moab.	T26SR22ESEC6 Moab PARLABC.	Moab.....	UT	84532				X
O—Interior.....	BLM—Frye Canyon Tailing.	T36SR16ESEC34.....	Blanding.....	UT	84511				X
C—Interior.....	BLM—Frye Canyon Tailing.	T36SR16ESEC34.....	Hite.....	UT	84511				X
O—Interior.....	BLM—Silver Maple Claims.	T2SR4ESEC3, 4.....	Park City.....	UT	84060			X	X
C—Interior.....	BLM—Silver Maple Claims.	T2SR4ESEC3, 4 Utah Hwy 248.	Park City.....	UT	84060			X	X
O—Interior.....	Ireco Chemical.....	17SR1ESEC5, 6, 7.....	Lehi.....	UT		X			X
C—Interior.....	Ireco Chemical.....	17SR1ESEC5, 6, 7 Pelican Pt. Site A&B.	Lehi.....	UT	84043	X			X
O—Air Force.....	Langley AFB.....	1 CSG/DE.....	Hampton.....	VA	23665	X	X		X
C—Air Force.....	Langley AFB.....	1 CSG/DE.....	Langley.....	VA	23665	X	X		X
O—Army.....	Defense Printing Service Office.	RMBE 854.....	The Pentagon.....	VA	20301		X		
C—Army.....	Defense Printing Service Office.	RMBE 854 The Pentagon.	Arlington.....	VA	20301		X		
O—Army.....	DGSC Richmond.....	Jefferson Davis Highway.	Richmond.....	VA	23297	X	X	X	X
O—Army-Defense Logistics Agency.	Defense General Supply Center Richmond.	Jefferson Davis Highway.	Richmond.....	VA	23297	X	X	X	
O—Army.....	Harry Diamond Labs, Woodbridge.	US Army.....	Warrenton.....	VA	22186			X	X
C—Army.....	Harry Diamond Labs, Woodbridge.	US Army.....	Woodbrige.....	VA	22186			X	X
O—Army.....	US Army Engineer District Boydton.	John H Kerr Reservoir.	Boydton.....	VA	23917		X		
C—Army.....	US Army Engineer District Boydton.	John H Kerr Reservoir.	Boydton.....	VA	23917		X		
O—EPA.....	EPA Environmental Photo Int.	Bldg 166-Vint Hill Farm.	Warrenton.....	VA	22186		X		
C—EPA.....	EPA Environmental Photo graphic interpretation Center.	Bldg 166-Vint Hill Farm.	Warrenton.....	VA	22186		X		
O—Interior.....	E. Shore VA Fisherman Island.	RD 1 Box 1228.....	Cape Charles.....	VA	23310			X	
C—Interior.....	E. Shore VA Fisherman Island.	RD 1 Box 1228.....	Cape Charles.....	VA	23310			X	X
O—Navy.....	Naval Supply Center, Norfolk.	Craney Island.....	Norfolk.....	VA	23512	X	X	X	X
C—Navy.....	Naval Supply Center, Norfolk.	Craney Island.....	Portsmouth.....	VA	23703	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
O—Navy	NWS Yorktown	N/A	Yorktown	VA	23691	X	X	X	
C—Navy	Naval Weapons Station Yorktown	N/A	Yorktown	VA	23691	X	X	X	X
O—Interior	BLM-ENLO Powerhouse AKA Similkameen	T40NR27ESEC13	Oroville	OR	98844				X
C—Interior	BLM-ENLO Powerhouse AKA Similkameen	T40NR27ESEC13	Oroville	WA	98844				X
O—Agriculture	Holden Mine Tailing/ Wenatchee NF.	T31NR17E WM SEC7	Holden	WA	98816				X
C—Agriculture	Wenatchee National Forest	T31R17E WM SEC7	Holden	WA	98816				X
O—Agriculture	Yakima Agricultural Res Lav-U.	3706 W Nob Hill Blvd.	Yakima	WA	98902		X		
C—Agriculture	Yakima Agricultural Res Lav-U.	3706 W Nob Hill Blvd.	Yakima	WA	98902		X	X	
O—Air Force	Fairchild AFB	92 CSG/CC	Spokane	WA	99011		X		
C—Air Force	Fairchild AFB	92 CSG/CC	Fairchild AFB	WA	99011	X	X		
O—Air Force	USAF McChord AFB	62 ABG/DE	Tacoma	WA	98438				X
C—Air Force	USAF McChord AFB	62 ABG/DE	Fairchild AFB	WA	98438	X	X	X	X
O—Army	USA-COE Lake Washington	3015 NW 54th St.	Seattle	WA	98017				X
C—Army	USA-COE Lake Washington	3015 NW 54th St.	Seattle	WA	98017		X		X
O—Army	US Army Fort Lewis	Attn AFZH-FEQ	Fort Lewis	WA	98433				
C—Army	US Army Fort Lewis	9th Inf Div Attn AFZH-FEQ	Fort Lewis	WA	98433	X	X	X	X
O—Commerce	USDOC-NOAA Western Regional Center	7600 Sandpoint Way	Seattle	WA	98115		X		
C—Commerce	USDOC-NOAA Western Regional Center	7600 Sandpoint Way	Seattle	WA	98115		X	X	
O—Defense	USDOD-DLA Defense Fuel Support Pt.	Front St & Loveland Ave.	Mukilteo	WA	98275				X
C—Defense	USDOD-DLA Defense Fuel Support Pt.	Front St & Loveland Ave.	Mukilteo	WA	98275		X	X	X
O—Energy	USDOE Hanford Site	Hanford Site	Richland	WA	99352				X
C—Energy	USDOE Hanford Site	Hanford Site	Richland	WA	99352	X	X		X
O—EPA	USEPA Manchester Laboratory	7411 Beach Dr E	Manchester	WA	98353		X		
C—EPA	Region 10, Environmental Services Division Laboratory	7411 Beach Dr E	Manchester	WA	98353		X		
O—Navy	Naval Air Station Whidbey Island	Hwy 20 & Ault Field Rd.	Oak Harbor	WA	98278				X
C—Navy	Naval Air Station Whidbey Island	Hwy 20 & Ault Field Rd.	Oak Harbor	WA	98278	X	X		X
O—Navy	Naval Shipyard Puget Sound	1st Street Code 106	Bremerton	WA	98314				X
C—Navy	Naval Shipyard Puget Sound	1st Street Code 106	Bremerton	WA	98314	X	X		X
O—Navy	Naval Undersea Warfare Eng Sta, Keyport	Code 073 Hwy 306, E End	Keyport	WA	98345				X
C—Navy	Naval Undersea Warfare Eng Sta, Keyport	Code 073 Hwy 306, E End	Keyport	WA	98345	X	X		X
O—Navy	US Navy-Naval Supply Center, Puget Snd.	Orchard Pt/Little Clam Bay	Bremerton	WA	98353		X		
C—Navy	US Navy-Naval Supply Center, Puget Snd.	Orchard Pt/Little Clam Bay	Bremerton	WA	98353	X	X	X	X
O—Navy	US Navy Bangor Submarine Base	Clear Creek Rd	Bangor	WA	98315				
C—Navy	US Navy Bangor Submarine Base	Clear Creek Rd	Bangor	WA	98315	X	X		
O—Navy	Nav Comm Area	10 mi off Rte 33	Sugar Grove	WV	26615		X		X
C—Navy	Naval Radio Station LF#1	10 mi off Rte 33	Sugar Grove	WV	26615		X		X
O—Navy	USN Allegheny Ballistics Lab.	West Virginia Secondary R.	Rocket Center	WV	26753	X	X	X	X

## CORRECTIONS TO DOCKET LISTING—Continued

[Code 20]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CERCLA 103
C—Navy .....	USN Allegheny Ballistics Lab.	West Virginia Secondary Route 9.	Rocket Center .....	WV	26753	X	X	X	X

## IL DOCKET UPDATE

## UPDATE TO 2/12/88 DOCKET—NEW FACILITIES

[\*\* = DATE OF PUBLICATION]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CER- CLA 103	EPA reg	Date of listing
Air Force .....	USAF—Bear Creek AFS LDFL.	Yukon River on N Shore.	Tanana .....	AK .....	99777				X	10	**
Air Force .....	USAF—Nikolski AFS LDFL.	W Coast of Umnak Is.	Nikolski .....	AK .....	99638				X	10	**
Air Force .....	USAF—Dewline Site Bar-Main.	Barter Isl., ½ mi E of NE Shr.	Kaktovik .....	AK .....	99747				X	10	**
Air Force .....	USAF—Granite Mountain AFS LDFL.	14 mi NW of Cy.	Haycock .....	AK .....	99762				X	10	**
Air Force .....	USAF—Dewline Site POW-2.	Simpson Lagoon-Beaufort Bay.	Oliktok .....	AK .....	99599				X	10	**
Army .....	Fort Greely .....		Fort Greely .....	AK .....	98733			X		10	**
Army .....	Fort Wainwright.		Fort Wainwright .....	AK .....	99793-5500	X	X	X	X	10	**
Interior .....	Glacier Bay National Park and Preserve.	PO Box 140 .....	Gustavus .....	AK .....	99826			X		10	**
Interior .....	Denali National Park and Preserve.	PO Box 9 .....	Denali Park .....	AK .....					X	10	**
Interior .....	USDOI-BLM Cape Sabine Dewline Site.	Point Hope, 65 mi SE.	Point Hope .....	AK .....	99766				X	10	**
Army .....	DA/Wheeler National Wildlife Refuge.	PO Box 1643 .....	Decatur .....	AL .....	35602			X		4	**
Tennessee Valley Authority ..	TVA Colbert Steam Plant.	Off US Hwy 72 W.	Tuscumbia .....	AL .....	35674				X	4	**
Agriculture .....	South Central Family Farm Research Center.	Rt. 2, Box 144A Hwy 23 South.	Booneville .....	AR .....				X		6	**
Air Force .....	Little Rock AFB.	314 CSG/CG .....	Little Rock AFB AR ..	AR .....	72979	X	X	X	X	6	**
Interior .....	US Dept of Interior Hope Wildlife Area.	4 Mi N off Hwy 32.	Hope .....	AR .....	71801				X	6	**
Interior .....	Glen Canyon Dam.	805 Hemlock .....	Page .....	AZ .....	86040			X		9	**
Agriculture .....	Aquatic Weed Research Facility.	University of CA.	Davis .....	CA .....	95616			X		9	**
Agriculture .....	Fresno Research Center.	2021 South Peach Ave.	Fresno .....	CA .....	93727			X		9	**

## UPDATE TO 2/12/88 DOCKET—NEW FACILITIES—Continued

[\*\* = DATE OF PUBLICATION]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CER-CLA 103	EPA reg	Date of listing
Air Force	Los Angeles Air Force Station.	2400 El Segundo Blvd.	Los Angeles	Calif.	90009		X		X	9	**
Interior	Afton Canyon/ Union Pacific Railroad.			CA				X		9	**
Interior	Lassen College Site.	Hwy 139 PO-Box 3000.	Susanville	CA	96130			X		9	**
Interior	Cuyama Drug Lab.	T10N,R28W, sec15, NESE.		CA				X		9	**
Interior	Stateline Dump (landfill).	N/A		CA				X		9	**
NASA	Canoga Manufacturing Facility.	6633 Canoga Ave.	Canoga Park	CA	91303			X		9	**
Air Force	Buckley Air National Guard Base (ANGB).	Buckley Road and East 6th Ave.	Aurora	CO	80011-9599			X	X	8	**
Energy	Grand Junction Projects Office.	3597 B-3/4 Rd PO2567.	Grand Junction	CO	81502-5504			X		8	**
Transportation	Transportation Test Center.	212 Miles NE Pueblo Mem Airport.	DOT Test Track Rd	CO	81001	X	X	X		8	**
Transportation	US Coast Guard Bldg 37 Anx.	Avery Pt	Groton	CT	06340				X	1	**
Army	Walter Reed Army Medical Center.	16th Steet, NW.	Washington	DC	20307-5001			X		3	**
Interior	Bombay Hook National Wildlife Refuge.	Marshtown Rd.	Little Creek	DE	19977				X	3	**
Navy	Naval Dental Clinic Guam.	FPO	San Francisco	GU	96630-1670			X		9	**
Army	Ordinance Disposal Area, Makua Mill Res.		Waianae	HI	97692			X		9	**
Navy	Defense Reutilization & Mktg Reg-Pac.	Waimano Home Rd/ P.O. Box 580.	Pearl Harbor	HI	96782-0580	X	X		X	9	**
Agriculture	National Animal Disease Center.	2300 Dayton Road PO Box 70.	Ames	IA	50010			X		7	**
Corps of Engineers	US Army Corps of Engr. OD-Rm.	67 & Dam #14 Rd.	Pleasant Valley	IA	52767		X			7	**
Energy	Ames Laboratory.	107 Office & Lab ISU.	Ames	IA	50011			X	X	7	**
Energy	Hinton Hazardous Waste Storage Facility.	PO Box 1012	Hinton	IA	51024	X	X	X		7	**
Air Force	US Air Force Scott AFB.	375 ABG/ DEEY Bldgs 59 & 540.	Scott Air Force Base.	IL	62225	X			X	5	**

## UPDATE TO 2/12/88 DOCKET—NEW FACILITIES—Continued

[\*\* = DATE OF PUBLICATION]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CER-CLA 103	EPA reg	Date of listing
Army	Defense Industrial Plant, Equipment Facil.	Old Rte 1	Atchison	KS	66002				X	7	**
Agriculture	Kisatchie Work Center.			LA				X		6	**
Energy	Weeks Island Spr.	2 Mi NW of Cypressmont.	Cypressmont	LA	70560				X	6	**
Interior	Iberville Land Company, Well #3.	2.2 mi E of HI-975, 5.5 mi W I10.	Henderson	LA	70517				X	6	**
Interior	Iberville Land Co. Well #1.	3.03 Mi E of LA975 & 5.5 Mi N of I-10.	Henderson	LA	70517				X	6	**
NASA	Michoud Assembly Facility.	13800 Old Gentry Rod.	New Orleans	LA	70129			X		6	**
Navy	Navpro Bedford.	Hartwell Road.	Bedford	MA	01730			X		1	**
Army	Harry Diamond Lakes, Blossom Point Facility.	Blossom Point Rd.	La Plata	MD				X		3	**
Transportation	USCG Back Creek Rear, Range Structure.	25 Ft Square Position.	Chesapeake City	MD	21915				X	3	**
Agriculture	Regional Poultry Research Laboratory.	3606 East Mount Hope.	Rd., East Lansing	MI	48823			X		5	**
Air Force	US AFB Duluth Intl Airport.	Stebner Rd	Duluth Intl Airport	MN	55814				X	5	**
Army	Goodfellow US Army Reserve Cnt Area #2.	E Natural Bridge, Goodfellow Rd.	St Louis	MO	63120				X	7	**
Army	Ft Crowder Military Installation.	D Hwy	Neosho	MO	64850				X	7	**
Interior	Rolla Research Center-US Bureau of Mines.	1300 Bishop Ave.	Rolla	MO	65401				X	7	**
Navy	Naval Air Facility Midway Island.	FPO	San Francisco	MO	96614-1200			X		9	**
Agriculture	Fort Keogh Livestock and Range Research Lab.	Route 1, Box 2021.	Miles City	MT	59301			X		8	**
Energy	Component Development and Integration Facility.	Industrial Park	Butte	MT	59702			X		8	**
Army	Fort Bragg	AFZA-DE-D	Fort Bragg	NC	28307			X		4	**
Agriculture	Northern Great Plains Research Lab.	PO Box 459, Hwy 6 S.	Mandan	ND	58554			X		8	**
Corps of Engineers	Garrison Project.	201 First St., Box 517.	Riverdale	ND	58565			X		8	**

## UPDATE TO 2/12/88 DOCKET—NEW FACILITIES—Continued

[\*\* = DATE OF PUBLICATION]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CER-CLA 103	EPA reg	Date of listing
Energy.....	Great Plains Coal Gasification Plant.	7 Mi NW of Beulah.	Beulah.....	ND.....	58523	X	X	X		8	**
Army.....	Cornhusker Army Ammunition Plant.	6 Mi W of.....	Grand Island.....	NE.....	68802			X	X	7	**
Air Force.....	BOMARC/McGuire Msl.	Rt 539.....	New Egypt.....	NJ.....	08533				X	2	**
Agriculture.....	JORNADA Experimental Range.	1700 Jornada Road.	Las Cruces.....	NM.....	88001			X		6	**
Agriculture.....	Cobb Resources Corp.	Cibola National Forest.	Magdalena.....	NM.....	87825				X	6	**
Agriculture.....	Mineral Creek Tailing.	Forest Route 701 3.5 Mi E of Hwy 180.	Alma.....	NM.....	88039				X	6	**
Interior.....	Hyde Mine.....	Gallup.....	McKinley.....	NM.....	87301				X	6	**
Interior.....	High Rolls Mining Dist.-US Forest Service.	3.3 M S of Inter. of W US 82.	High Rolls.....	NM.....	88325				X	6	**
Small Business Admin.....	US Sml Business Admin Cal West.	West Frontage Road.	Lemitar.....	NM.....	87801	X	X			6	**
Army.....	United States Military Academy.	Stewart Army Subpost.	West Point.....	NY.....	10996			X		2	**
Interior.....	Fire Island National Seashore.	120 Laurel Street.	Patchogue.....	NY.....	11772			X		2	**
Navy.....	Naval Facil N Div/Engineering Command.	Camp Hreo Military Reservation.	Montauk.....	NY.....	11954				X	2	**
Agriculture.....	Nursery Crops Research Laboratory.	359 Main Road.	Delaware.....	OH.....	43015			X		5	**
Air Force.....	US Air Force Youngstown map Ohio.	King Graves Rd.	Vienna Twp.....	OH.....	44473				X	5	**
Agriculture.....	Forage and Livestock Research Laboratory.	PO Box 1199...	El Reno.....	OK.....	73036			X		6	**
Agriculture.....	Plant Sciences and Water Conservation Laboratory.	1301 N. Western Rd.	PO Box 1029 Stillwater.	OK.....	74076			X		6	**
Interior.....	Wichita Mountains National Wildlife Refuge.			OK.....				X		6	**
Interior.....	Caddo County Landfill #1.	SE/4 SEC7 T5N R11W SW/4 SEC8.	Apache.....	OK.....	73006				X	6	**
Air Force.....	USAF-Portland Air National Guard Base.	6801 NE Corn Foot Rd.	Portland.....	OR.....	97208				X	10	**

## UPDATE TO 2/12/88 DOCKET—NEW FACILITIES—Continued

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Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CER-CLA 103	EPA reg	Date of listing
Energy.....	Center for Energy and Environmental Research.	Road 108 Km 1.1.	Mayaguez.....	PR.....	00708			X		2	**
Defense.....	Memphis Defense Depot.	Perey & Elliston Rd.	Memphis.....	TN.....	38106				X	4	**
Agriculture.....	Conservation and Production Research Laboratory.	½ Mile W., T-40 S.	Bushland.....	TX.....	79012			X		6	**
Agriculture.....	Livestock Insects Laboratory.	SH 16/IH 10	Kerrville.....	TX.....				X		6	**
Agriculture.....	US Dept Agri Livestock Insects.	Fredericksburg Road.	Kerrville.....	TX.....	78028	X	X			6	**
Agriculture.....	Unidentified Site.	US Forest Service Property.	Huntsville.....	TX.....	77340				X	6	**
Air Force.....	USAF Perrin Air Force Base.	Grayton Cnty...	Sherman.....	TX.....	75090				X	6	**
Army.....	US Army Fuels & Lubricant Research Lab.	6220 Cueva	San Antonio.....	TX.....	78284				X	6	**
Army.....	US Army Canyon Lake Recreation Area.	North Side of Canyon Lake (by Dam).	San Antonio.....	TX.....	78234				X	6	**
Army.....	Terrell Nike Missile Site.	½ Mi E. of Hwy 205.	Terrell.....	TX.....	75160				X	6	**
Corps of Engineers.....	Southwestern Division Laboratory.	4815 Cass St.	Dallas.....	TX.....	75235			X		6	**
Corps of Engineers.....	Lake Lavon-St Paul-Site 2.	S End Rolling Meadows St.	Wylie.....	TX.....	75098				X	6	**
Energy.....	US Doe Spr Big Hill Site.	23 Mi SW of Pt. Arthur.	Port Arthur.....	TX.....	77641				X	6	**
Interior.....	Amarillo Shipping Terminal.	US Hwy 66, 6 Mi W of Amarillo.	Amarillo.....	TX.....	76106				X	6	**
Treasury.....	U.S. Customs-Millington Addition.	East of FM 170.	Presidio.....	TX.....	79845				X	6	**
Agriculture.....	Only Chance Mining Claim.	Vernal Ranger Dist.	Uintah County.....	UT.....				X		8	**
Energy.....	Monticello Uranium Mill Tailings Site.	SE of Monticello.	Monticello.....	UT.....				X		8	**
Interior.....	East Summit Mining Claims.			UT.....				X		8	**
Interior.....	Plumtree Island National Wildlife Refuge.	East of Poquoson.	Poquoson.....	VA.....	23662				X	3	**
Agriculture.....	USDA Pac NW Forest Range Exp Sta.	3625 93rd Ave S.	Tumwater.....	WA.....	98501				X	10	**
Army.....	US Army Yakima Firing Center.	Yakima Firing Center.	Yakima.....	WA.....	98901	X	X			10	**

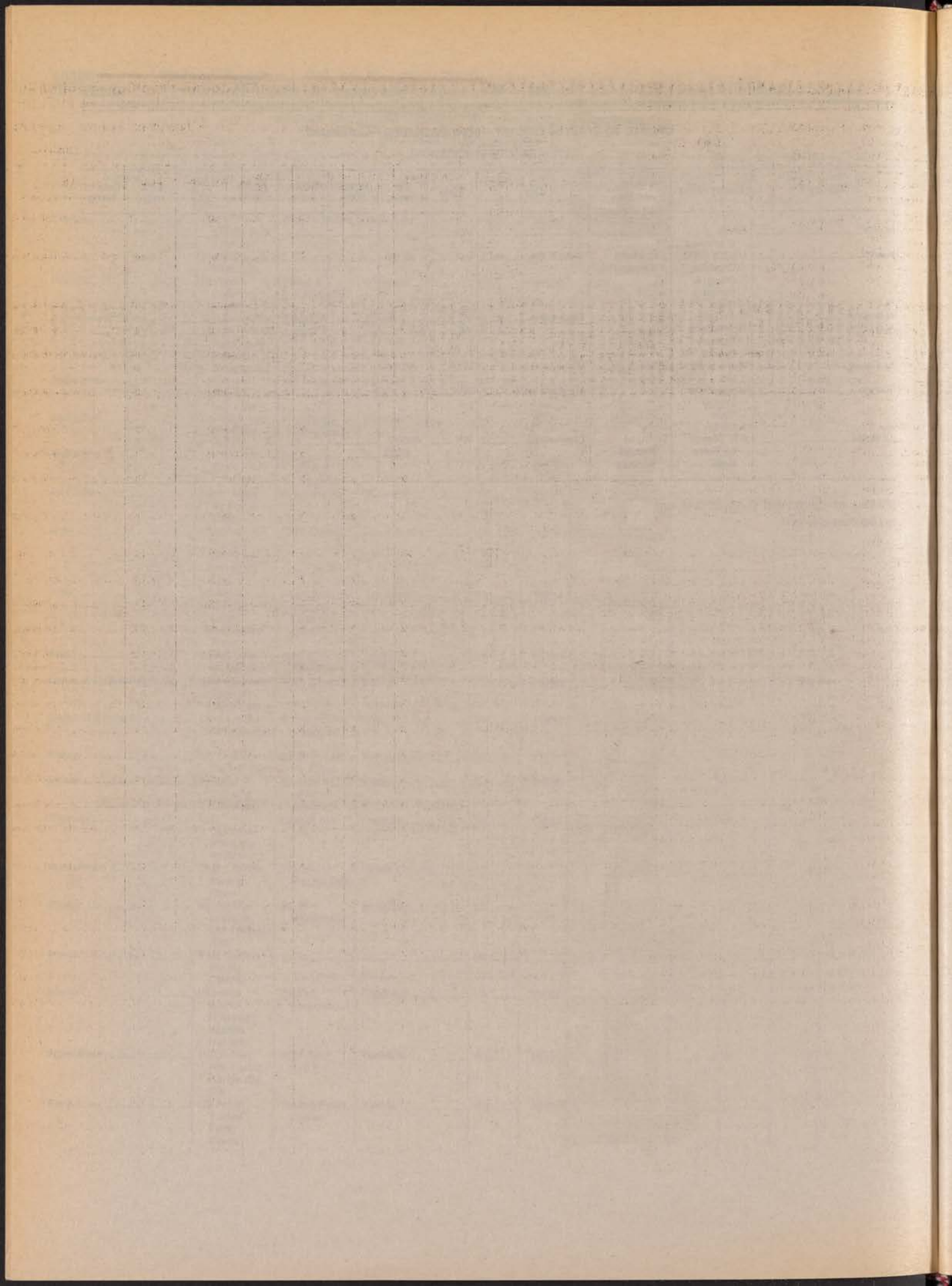
## UPDATE TO 2/12/88 DOCKET—NEW FACILITIES—Continued

[\*\* = DATE OF PUBLICATION]

Agency	Facility name	Facility address	City	State	Zip code	RCRA 3005	RCRA 3010	RCRA 3016	CER-CLA 103	EPA reg	Date of listing
Interior.....	Smith Vasteway.			WA.....				X		10	**
Interior.....	USDOI-WPR Chandler Power & Pumping Plant.	Old Inland Empire Hwy.	Benton City.....	WA.....	99320				X	10	**
Agriculture.....	Clam Lake.....		Clam Lake.....	WI.....				X		5	**
Agriculture.....	Northwoods Sanitary Landfill.			WI.....				X		5	**
Air Force.....	Wake Is Air Fld.	Wake Is.....	Wake Is.....	WQ.....	96798				X	9	**
Energy.....	Morgantown Energy Tech Center.		Morgantown.....	WV.....					X	3	**
Air Force.....	F.E. Warren Air Force Base.	I-25 and Randall Avenue.	Cheyenne.....	WY.....	82005-5000			X	X	8	**

[FR Doc. 88-24828 Filed 11-15-88; 8:45 am]

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# Federal Register

Wednesday  
November 16, 1988

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## Part IX

### Department of Education

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34 CFR Part 250 et al.

**Indian Education General Provisions and  
Discretionary Grants; Notice of Proposed  
Rulemaking**

## DEPARTMENT OF EDUCATION

34 CFR Parts 250, 252, 253, 254, 255, 256, 257, and 258

**Indian Education General Provisions and Discretionary Grants**

**AGENCY:** Department of Education.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Secretary proposes to amend regulations governing the Indian Education Act general provisions and the Indian Education discretionary grant programs to incorporate new provisions of the Indian Education Act of 1988. The proposed regulations include amended definitions and requirements for grants under a new gifted and talented program. Regulations governing Indian-Controlled Schools—Establishment Grants have been deleted because the program is unfunded.

**DATE:** Comments must be received on or before January 17, 1989.

**ADDRESS:** All comments concerning these proposed regulations should be addressed to Mr. Brian Stacey, Acting Director, Indian Education Programs, Office of Elementary and Secondary Education, U.S. Department of Education, 400 Maryland Avenue SW., Room 2177 (Mail Stop 6267), Washington, DC 20202.

A copy of any comments that concern information collection requirements should also be sent to the Office of Management and Budget at the address listed in the Paperwork Reduction Act section of this preamble.

**FOR FURTHER INFORMATION CONTACT:** Ms. Sylvia Wright, Indian Education Programs, Office of Elementary and Secondary Education, U.S. Department of Education, 400 Maryland Avenue, SW., Room 2177 (Mail Stop 6267), Washington, DC 20202. Telephone (202) 732-1938.

**SUPPLEMENTARY INFORMATION:** The Indian Education Act (The Act) was amended and reauthorized by Part C of Title V of Pub. L. 100-297 (Augustus F. Hawkins-Robert T. Stafford Elementary and Secondary School Improvement Amendments of 1988). The Act subsequently was amended by Pub. L. 100-427. These proposed regulations incorporate technical amendments to the Act.

*Changes to Implement Amendments to the Act*

• These proposed regulations would revise Part 250, General Provisions, and would include consortia of higher education institutions, local educational agencies, and Indian tribes and

organizations as eligible applicants for special programs to encourage Indian students to acquire a higher education and to reduce the dropout rate among elementary and secondary school students.

• Under section 5324(c) of the Act, the Secretary is authorized to provide five grants to schools funded or operated by BIA for program research, development and dissemination in several areas, including programs for gifted and talented students. The proposed regulations establish requirements and funding criteria for this small discretionary program. The regulations also clarify the extent to which recipients must coordinate certain activities with other recipients of funds under section 5324 of the Act. In addition, as required by section 5324(c)(4)(B) of the Act, the Secretary proposes a definition of the term "gifted and talented students." For the purpose of this program, the Secretary proposes to define that term as that term is defined in section 4103 of the Elementary and Secondary Education Act of 1965, as amended by section 1001 of Pub. L. 100-297. That definition includes children and youth who give evidence of high performance capabilities in a variety of areas and who require services or activities not ordinarily provided by the school, in order to develop those capabilities fully. This definition is inclusive and should accommodate any special requirements or criteria needed to serve gifted and talented Indian children.

*Other Changes*

• The proposed regulations would delete the current Part 252, governing the Indian-Controlled Schools—Establishment Program which is unfunded.

• The proposed regulations would delete the regulations governing what information an applicant must include in an application. These deletions would be consistent with the Department's policy that this information is not regulatory and more appropriately belongs in each program's application package.

*Executive Order 12291*

These proposed regulations have been reviewed in accordance with Executive Order 12291. They are not classified as major because they do not meet the criteria for major regulations established in the order.

*Regulatory Flexibility Act Certification*

The Secretary certifies that these proposed regulations would not have a significant economic impact on a

substantial number of small entities. The small entities that would be affected by these proposed regulations are small school districts, tribal schools, schools operated by BIA, Indian tribes, and Indian organizations receiving Federal financial assistance under these programs. However, the regulations would not have a significant economic impact on these small entities because the regulations would impose minimal requirements to ensure the proper expenditure of program funds, and would not impose excessive regulatory burdens or require unnecessary Federal supervision.

*Paperwork Reduction Act of 1980*

Section 255.31 contains information collection requirements. As required by the Paperwork Reduction Act of 1980, the Department of Education will submit a copy of this section to the Office of Management and Budget (OMB) for its review.

Organizations and individuals desiring to submit comments on the information collection requirements should direct them to the Office of Information and Regulatory Affairs, Room 3002, New Executive Office Building, Washington, DC 20503; Attention: James D. Houser.

(44 U.S.C. 3504(h))

*Intergovernmental Review*

Other than the Indian-Controlled Schools—Enrichment Projects, The Gifted and Talented Program and The Educational Personnel Development Program, the programs covered by these proposed regulations are subject to the requirements of Executive Order 12372 and the regulations in 34 CFR Part 79. The objective of the Executive Order is to foster an intergovernmental partnership and a strengthened federalism by relying on processes developed by State and local governments for coordination and review of proposed Federal financial assistance.

In accordance with the order, this document is intended to provide early notification of the Department's specific plans and actions for this program.

*Invitation to Comment*

Interested persons are invited to submit comments and recommendations regarding these proposed regulations.

All comments submitted in response to these proposed regulations will be available for public inspection, during and after the comment period, in Room 2177, FOB #6 (Mail stop 6267), 400 Maryland Avenue, SW., Washington, DC 20202 between the hours of 8:30 a.m.

and 4:00 p.m., Monday through Friday of each week except Federal holidays.

To assist the Department in complying with specific requirements of Executive Order 12291 and the Paperwork Reduction Act of 1980 and their overall requirement of reducing regulatory burden, the Secretary invites comment on whether there may be further opportunities to reduce any regulatory burdens found in these proposed regulations.

#### *Assessment of Educational Impact*

The Secretary particularly requests comments on whether the proposed regulations in this document would require transmission of information that is being gathered by or is available from any other agency or authority of the United States.

#### **List of Subjects in 34 CFR Parts 250 and 252 through 258**

Education, Elementary and secondary education, Grant programs—education, Grant programs—Indians, Indians—education, Reporting and recordkeeping requirements.

(Catalog of Federal Domestic Assistance Numbers 84.061 Indian Education—Special Programs and Projects; 84.062 Indian Education—Adult Indian Education; and 84.072 Indian Education—Grants to Indian-Controlled Schools)

Dated: October 25, 1988.

**Lauro F. Cavazos,**  
*Secretary of Education.*

The Secretary proposes to remove Part 252, add a new Part 255 and amend Parts 250, 253, 254, 256, 257, and 258 of Title 34 of the Code of Federal Regulations as follows:

#### **PART 250—INDIAN EDUCATION ACT—GENERAL PROVISIONS**

1. The authority citation for Part 250 is revised to read as follows:

**Authority:** 25 U.S.C. 2601–2651, unless otherwise noted.

2. Section 250.1 is revised to read as follows:

##### **§ 250.1 What programs are governed by these regulations,**

The regulations in this part apply to all programs conducted under the Indian Education Act except the Indian Fellowship Program (34 CFR Part 263). Programs governed by these regulations and their applicable program regulations are as follows:

(a) Formula Grants—Local Educational Agencies (34 CFR Part 251).

(Authority: 25 U.S.C. 2601–2606)

(b) Indian-Controlled Schools—Enrichment Projects (34 CFR Part 252).

(Authority: 25 U.S.C. 2602(c))

(c) Educational Services for Indian Children (34 CFR Part 253).

(Authority: 25 U.S.C. 2621 (a), (c))

(d) Planning, Pilot, and Demonstration Projects for Indian Children (34 CFR Part 254).

(Authority: 25 U.S.C. 2621 (a), (b))

(e) Gifted and Talented Program (34 CFR Part 255).

(Authority: 25 U.S.C. 2624(c))

(f) Educational Personnel Development (34 CFR Part 256).

(Authority: 25 U.S.C. 2621(d), 2622)

(g) Educational Services for Indian Adults (34 CFR Part 257).

(Authority: 25 U.S.C. 2631(b))

(h) Planning, Pilot, and Demonstration Projects for Indian Adults (34 CFR Part 258).

(Authority: 25 U.S.C. 2631(a))

3. Section 250.3(e) is amended by removing "253" and adding, in its place, "255" and by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2601–2551)

4. In § 250.4, paragraph (a) is amended by removing "Local educational agency (LEA) (except as used in 34 CFR Parts 257 and 258)"; by removing "(except as used in 34 CFR Parts 254, 255, and 256)" following "Secondary school"; and by removing "(except as used in 34 CFR Parts 251, 252, and 253)" following "State". Paragraph (b) is amended by adding "except as defined in 34 CFR 251.32", after the words "Free public education"; and by revising the definitions of "Adult", "Adult education", "Indian" paragraph (1), "Local educational agency," and "Parent" paragraph (1) (introductory text), and adding new definitions of "Bureau school", "Bureau-funded school", "Gifted and talented students", and "Tribal school" in alphabetical order to read as follows:

##### **§ 250.4 What definitions apply to these programs?**

\* \* \* \* \*

(b) \* \* \*

"Adult" means any individual who is sixteen years old or older, or who is beyond the age of compulsory school attendance under State law.

\* \* \* \* \*

"Adult education" means instruction or services below college level for adults who are not enrolled in a secondary school and who do not have—

(1) The basic skills to enable them to function effectively in society; or

(2) A certificate of graduation from a school providing secondary education, and who have not achieved an equivalent level of education.

\* \* \* \* \*

"Bureau school" means an elementary or secondary day or boarding school operated by the Bureau of Indian Affairs (BIA) of the Department of the Interior.

"Bureau-funded school" means a Bureau school or an elementary or secondary school that receives Pub. L. 93–638 (Indian Self-Determination and Education Assistance Act) contract funds or assistance under the Tribally Controlled Schools Act of 1988 from the Bureau of Indian Affairs.

\* \* \* \* \*

"Gifted and talented students" means children and youth who give evidence of high performance capability in areas such as intellectual, creative, artistic, or leadership capacity or in specific academic fields, and who require services or activities not ordinarily provided by the school in order to develop such capabilities fully.

\* \* \* \* \*

"Indian" \* \* \*

(1) A member (as defined by an Indian tribe, band, or other organized group) of such Indian tribe, band, or other organized group of Indians, including those Indian tribes, bands, or groups terminated since 1940 and those recognized by the State in which they reside;

\* \* \* \* \*

"Local education agency" (LEA) means—

(1) A public board of education or other public authority legally constituted within a State for either administrative control or direction of, or to perform a service function for, public elementary or secondary schools in a city, county, township, school district, or other political subdivision of a State, or such combination of school districts or counties recognized in a State as an administrative agency for its public elementary or secondary schools. The term includes any other public institution or agency having administrative control and direction of a public elementary or secondary school.

(2) As used in 34 CFR Part 251 the term also includes tribal schools and Bureau schools.

"Parent"—

(1) Includes a legal guardian or other individual standing *in loco parentis* (in the place of the parent) other than by virtue of being a school administrator or official. Examples of individuals who

may stand *in loco parentis* with respect to a child are—

"Tribal school" means any school operated by an Indian tribe, or an organization controlled or sanctioned by an Indian tribal government for the children of that tribe if the school either—

(1) Provides its students an educational program that meets the standards established by the Secretary of the Interior in accordance with the Indian Self-Determination and Education Assistance Act; or

(2) Is operated by that tribe or organization under a contract with the Department of the Interior in accordance with the Indian Self-Determination and Education Assistance Act.

5. The authority citation for § 250.4 is revised to read as follows:

(Authority: 25 U.S.C. 2601–2651)

#### § 250.20 [Amended]

6. The authority citation for § 250.20 is revised to read as follows:

(Authority: 25 U.S.C. 2601–2651)

#### PART 252—[Removed]

7. Part 252 is removed.

#### PART 253—[REDESIGNATED AS PART 252 AND AMENDED]

8. Part 253 is amended by redesignating it as Part 252 and revising the authority citation to read as follows:

Authority: 25 U.S.C. 2602(c), unless otherwise noted.

#### § 252.1 [Amended]

9. The authority citation for § 252.1 is revised to read as follows:

(Authority: 25 U.S.C. 2602(c))

10. The authority citation for § 252.2 is revised to read as follows:

(Authority: 25 U.S.C. 2602(c))

#### § 252.3 [Amended]

11. In § 252.3, paragraph (b)(1)(iii) is amended by removing "and Tribal Schools) or a grant under 34 CFR Part 252 (Indian-Controlled Schools—Establishment)," inserting a closing parenthesis after "Agencies," removing paragraph (b)(3), redesignating paragraphs (b)(4) as (b)(3), and by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2602(c))

#### § 252.4 [Amended]

12. The authority citation for § 252.4 is revised to read as follows:

(Authority: 25 U.S.C. 2601–2606, 2651)

#### § 252.10 [Amended]

13. The authority citation for § 252.10 is revised to read as follows:

(Authority: 25 U.S.C. 2602(c))

#### Subpart C—[Removed and Reserved]

14. Subpart C (consisting of § 252.20) is removed and reserved.

#### § 252.30 [Amended]

15. In § 252.30, paragraph (a) is amended by removing "253.31" and adding, in its place, "252.31", and the authority citation is revised to read as follows:

(Authority: 25 U.S.C. 2602(c), 2604)

#### § 252.31 [Amended]

16. Section 252.31 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2602(c), 2604)

#### PART 254—[REDESIGNATED AS PART 253 AND AMENDED]

17. Part 254 is redesignated as Part 253.

18. The authority citation for redesignated Part 253 is revised to read as follows:

Authority: 25 U.S.C. 2621 (a), (c), unless otherwise noted.

#### § 253.1 [Amended]

19. The authority citation for § 253.1 is revised to read as follows:

(Authority: 25 U.S.C. 2621 (a), (c))

20. Section 253.2 is amended by adding a new paragraph (f) and revising the authority citation to read as follows:

§ 253.2 Who is eligible for assistance under this program?

(f) Consortia of Indian tribes or Indian organizations, local educational agencies, and institutions of higher education for projects described in § 253.10(c).

(Authority: 25 U.S.C. 2621(c))

21. Section 253.3 is amended by revising paragraph (b) and the authority citation to read as follows:

§ 253.3 What regulations apply to the program?

(b) The regulations in this Part 253.

(Authority: 25 U.S.C. 2621 (a), (c))

#### § 253.4 [Amended]

22. The authority citation for § 253.4 is revised to read as follows:

(Authority: 25 U.S.C. 2621 (a), (c))

23. Section 253.10 is amended by adding a new paragraph (c) and revising the authority citation to read as follows:

§ 253.10 What types of projects may be funded?

(c) Consortia of eligible applicants described in § 253.2(f) may receive grants to develop, improve, and implement programs to—

(1) Encourage Indian students to acquire a higher education; and

(2) Reduce the incidence of dropouts among Indian elementary and secondary school students.

(Authority: 25 U.S.C. 2621 (a)(2), (c))

#### Subpart C—[Removed and Reserved]

24. Subpart C (consisting of § 253.20) is removed and reserved.

#### § 253.30 [Amended]

25. In § 253.30, paragraph (a) is amended by removing "254.32" and adding, in its place, "253.32", and the authority citation is revised to read as follows:

(Authority: 25 U.S.C. 3621 (a), (c), (f)(1), (2))

#### § 253.31 [Amended]

26. Section 253.31 is amended by removing "254.32" and adding, in its place, "253.32", removing the period and adding ", or from a consortium that includes an Indian tribe, Indian organization, or Indian institution of higher education." after the word "institution" and revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621(f)(2)(B))

#### § 253.32 [Amended]

27. Section 253.32 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621 (c), (f)(1), (2))

#### PART 255—[REDESIGNATED AS PART 254 AND AMENDED]

28. Part 255 is redesignated as Part 254.

29. The authority citation for redesignated Part 254 is revised to read as follows:

Authority: 25 U.S.C. 2621 (a)(1), (b), unless otherwise noted.

#### § 254.1 [Amended]

30. The authority citation for § 254.1 is revised to read as follows:

(Authority: 25 U.S.C. 2621 (a)(1), (b))

#### § 254.2 [Amended]

31. The authority citation for § 254.2 is revised to read as follows:

(Authority: 25 U.S.C. 2621(b))

32. Section 254.3 is amended by revising paragraph (b) and the authority citation to read as follows:

**§ 254.3 What regulations apply to this program?**

\* \* \* \* \*

(b) The regulations in this Part 254.

(Authority: 25 U.S.C. 2621 (a), (b))

**§ 254.4 [Amended]**

33. The authority citation for § 254.4 is revised to read as follows:

(Authority: 25 U.S.C. 2621 (a), (b))

**§ 254.10 [Amended]**

34. In § 254.10, paragraph (a)(2) is amended by removing "for one or more of the types of grants listed in 255.20(a)(2)" and adding, in its place, "separately for one or more planning grant, pilot grant, or demonstration grant," and revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621 (a)(1), (b))

**Subpart C—[Removed and Reserved]**

35. Subpart C (consisting of § 254.20) is removed and reserved.

**§ 254.30 [Amended]**

36. In § 254.30, paragraph (a) is amended by removing "§ 255.32, 255.33, or 255.34" and adding, in its place, "§ 254.32, 254.33 or 254.34" and revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621(b))

**§ 254.31 [Amended]**

37. Section 254.31 is amended by removing "§ 255.32, 255.33, or 255.34" from the undesignated introductory text and adding, in its place, "§ 254.32, 254.33, or 254.34", removing "255.10(d)" in paragraph (b) and adding, in its place, "254.10(d)", and revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621(f)(2)(B))

**§ 254.32 [Amended]**

38. Section 254.32 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621 (b), (f)(1), (2))

**§ 254.33 [Amended]**

39. Section 254.33 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621 (b), (f)(1), (2))

**§ 254.34 [Amended]**

40. Section 254.34 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621 (b), (f)(1), (2))

41. A new Part 255 is added to read as follows:

**PART 255—GIFTED AND TALENTED PROGRAM**

**Subpart A—General**

255.1 What is the Gifted and Talented Program?

255.2 Who is eligible for an award?

255.3 What regulations apply?

255.4 What definitions apply?

255.10 What activities may the Secretary fund?

255.11 Must the applicant or grantee coordinate activities with other entities?

**Subpart B—[Reserved]**

**Subpart C—How Does the Secretary Make an Award?**

255.30 How does the Secretary evaluate an application?

255.31 What selection criteria does the Secretary use?

255.32 What other factors does the Secretary consider in selecting grantees?

Authority: 25 U.S.C. 2624(c), unless otherwise noted.

**Subpart A—General**

**§ 255.1 What is the Gifted and Talented Program?**

This program provides five grants to Bureau-funded schools for gifted and talented program research, development and dissemination.

(Authority: 25 U.S.C. 2624(c))

**§ 255.2 Who is eligible for an award?**

Bureau-funded schools are eligible for grants under this program.

(Authority: 25 U.S.C. 2624(c), 2651)

**§ 255.3 What regulations apply?**

The following regulations apply to this program:

(a) The regulations in 34 CFR Part 250.

(b) The regulations in this Part 255.

(Authority: 25 U.S.C. 2624(c))

**§ 255.4 What definitions apply?**

The definitions in 34 CFR 250.4 apply to this program.

(Authority: 25 U.S.C. 2624(c))

**§ 255.10 What activities may the Secretary fund?**

The Secretary may fund program research and development, the development and dissemination of curriculum materials, and the development and dissemination of teacher training materials regarding one or more of the following:

(a) Gifted and talented students.

(b) College preparatory studies (including programs for Indian students interested in teaching careers).

(c) Students with special culturally related academic needs, including social, lingual, and cultural needs.

(d) Mathematics and science education.

(Authority: 25 U.S.C. 2624(c))

**§ 255.11 Must the applicant or grantee coordinate activities with other entities?**

(a) The supervisor of a Bureau school shall undertake jointly its application for, or administration of, a grant under this part with the supervisor of the local school board.

(b) Each grantee will work cooperatively with other recipients of funds under section 5324 of the Indian Education Act as part of a national network.

(Authority: 25 U.S.C. 2624 (c), (d))

**Subpart B—[Reserved]**

**Subpart C—How Does the Secretary Make an Award?**

**§ 255.30 How does the Secretary evaluate an application?**

(a) The Secretary evaluates an application on the basis of the applicable criteria in § 255.31.

(b) The Secretary awards up to 100 possible total points for these criteria.

(c) The maximum possible score for each complete criterion is indicated in parentheses.

(Authority: 25 U.S.C. 2624(c))

**§ 255.31 What selection criteria does the Secretary use?**

The Secretary uses the following selection criteria in evaluating each application:

(a) *Need.* (20 points). The Secretary assesses the need for the proposed project, including—

(1) The soundness of the rationale for the project and the extent and severity among Indian children of the educational needs to be addressed;

(2) The extent to which the educational approach to be developed is likely to be successful in meeting the needs;

(3) The extent to which the applicant is knowledgeable about other projects that address similar needs or have tried similar approaches; and

(4) The likelihood that the project will serve as a model for communities with similar educational needs.

(b) *Plan of operation.* (20 points). The Secretary reviews the plan of operation to ensure that—

(1) The purpose of the project is consistent with the needs identified and the purpose of the funding program;

(2) The design of the project is of high quality;

(3) The objectives of the project—

(i) Relate to the purpose of the project;

(ii) Will provide clear and measurable indices of the project in progress in achieving its purpose; and

(iii) Are capable of being achieved within the project period;

(4) The activities are appropriate and should result in the accomplishment of the project objectives; and

(5) The plan of management is effective and ensures proper and efficient administration of the project.

(c) *Parental and community involvement.* (10 points). The Secretary determines whether parents of the children to be served and other members of the Indian community will be involved in the project, including the extent of their involvement in—

(1) Planning and developing the project; and

(2) Operating and evaluating the project.

(d) *Quality of key personnel.* (15 points). The Secretary reviews the key personnel the applicant plans to use on the project to ensure that—

(1) The project director has the experience and training needed for the position;

(2) Other key personnel have the experience and training needed for their positions in the project; and

(3) Sufficient time will be committed to the project by key personnel.

(e) *Budget and cost effectiveness.* (5 points). The Secretary reviews the budget to ensure that—

(1) The budget is adequate to support the project activities; and

(2) The costs are reasonable in relation to the objectives of the project.

(f) *Evaluation plan.* (15 points). The Secretary reviews the evaluation plan to ensure that—

(1) The evaluation will measure the project's effectiveness in meeting each objective;

(2) The evaluation will measure the impact of the project on the children involved, if applicable;

(3) The instruments for collecting data and the methods for analyzing the data are appropriate;

(4) There is an appropriate timetable for collecting, analyzing, and reporting data;

(5) Procedures have been established for modification of the project, if necessary, as a result of periodic progress assessments; and

(6) Adequate provision has been made to cooperate with recipients of funds under section 5324 of the Indian Education Act in evaluating the project.

(g) *Dissemination.* (10 points). The Secretary reviews the plan for disseminating information about the project, including the results of the project and any materials developed by the project to ensure that—

(1) The dissemination plan is effective and efficient;

(2) The materials disseminated are appropriate in terms of quality and utility;

(3) The methods and techniques used by the project will be demonstrated;

(4) Schools interested in adapting or adopting the project's materials or methods will be assisted; and

(5) The findings of the project will be published at the local, State, or national level, and provision has been made to coordinate dissemination activities with recipients of funds under section 5324 of the Indian Education Act.

(h) *Adequacy of resources.* (5 points). The Secretary reviews the resources to be devoted to the project to ensure that—

(1) The facilities that the applicant plans to use are adequate; and

(2) The equipment and supplies that the applicant plans to use are adequate.

(Authority: 25 U.S.C. 2624(c), (d))

#### **§ 255.32 What other factors does the Secretary consider in selecting grantees?**

In addition to using the selection criteria in § 255.31 the Secretary selects projects that achieve a mixture of projects described in § 255.10 to ensure that students at all grade levels and students in all geographic areas of the country are able to participate in some projects funded under this program.

(Authority: 25 U.S.C. 2624(c), (d))

### **PART 256—EDUCATIONAL PERSONNEL DEVELOPMENT**

42. The authority citation for Part 256 is revised to read as follows:

Authority: 25 U.S.C. 2621(d), 2622, unless otherwise noted.

43. Section 256.1 is amended by revising paragraphs (b)(1) and (b)(2) and the authority citation to read as follows:

#### **§ 256.1 Educational Personnel Development.**

\* \* \* \* \*

(b) \* \* \*

(1) The program authorized by section 5321(d) of the Indian Education Act and referred to in this part as the section 5321(d) Program; and

(2) The program authorized by section 5322 of the Indian Education Act and referred to in this part as the section 5322 Program.

Authority: 25 U.S.C. 2621(d), 2622)

#### **§ 256.2 [Amended]**

44. The § 256.2, paragraph (a) is amended by removing "1005(d)" and adding, in its place, "5321(d)", paragraph (b) is amended by removing "422" and adding, in its place, "5322", and the authority citation is revised to read as follows:

Authority: 25 U.S.C. 2621(d), 2622)

#### **§ 256.3 [Amended]**

45. The authority citation for § 256.3 is revised to read as follows:

(Authority: 25 U.S.C. 2621(d), 2622)

#### **§ 256.4 [Amended]**

46. The authority citation for § 256.4 is revised to read as follows:

(Authority: 25 U.S.C. 2621(d), 2622)

#### **§ 256.10 [Amended]**

47. The authority citation for § 256.10 is revised to read as follows:

(Authority: 25 U.S.C. 2621(d), 2622)

48. Section 256.20 is revised to read as follows:

#### **§ 256.20 What provisions for participation must an applicant make?**

Prior to the submission of an application under this Part, each applicant shall—

(a) To the extent consistent with the number of eligible children in the area to be served who are enrolled in private nonprofit elementary and secondary schools and whose needs are of the type that the program is intended to meet, make provision for the participation on an equitable basis of persons serving or preparing to serve these children as educational personnel or ancillary educational personnel; and

(b) Have provided for adequate participation by relevant tribal communities, including parents of Indian children, in planning and developing this project and have made provision for their participation in operating and evaluating the project.

(Authority: 25 U.S.C. 2621(d), (f)(1), (2), 2622)

49. Section 256.30 is amended by revising paragraph (a) and the authority citation to read as follows:

#### **§ 256.30 How does the Secretary evaluate an application?**

(a) The Secretary reviews and approves applications under the Section 5321(d) Program separately from applications under the Section 5322 Program.

\* \* \* \* \*

(Authority: 25 U.S.C. 2621(d), 2622)

**§ 256.31 [Amended]**

50. In § 256.31, paragraph (b) is amended by removing "1005(d)" and adding, in its place, "5321(d)", paragraph (c) is amended by removing "1005(d)" and adding, in its place, "5321(d)", paragraph (d) is amended by removing "422" and adding, in its place "5322", and the authority citation is revised to read as follows:

(Authority: 25 U.S.C. 2621(d) and (f)(2)(B), 2622)

**§ 256.32 [Amended]**

51. Section 256.32 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2621(d), and (f)(1), (2), 2622)

52. A new § 256.33 is added to read as follows:

**§ 256.33 What other factors does the Secretary consider in selecting grantees under the section 5321(d) program?**

In addition to using the selection criteria in § 256.32, the Secretary considers the prior performance of a grantee under the section 5321(d) program in selecting grantees for new awards under the section 5321(d) program.

(Authority: 25 U.S.C. 2621(d)(4))

**§ 256.40 [Amended]**

53. The authority citation for § 256.40 is revised to read as follows:

(Authority: 25 U.S.C. 2621(d), 2622)

54. A new § 256.41 is added to read as follows:

**§ 256.41 What other conditions must a grantee meet?**

Each grantee shall provide adequate information to participants about the intent of the training program.

(Authority: 25 U.S.C. 2621(d), 2622)

**§ 256.50 [Amended]**

55. The authority citation for § 256.50 is revised to read as follows:

(Authority: 25 U.S.C. 2621(d), 2622)

**PART 257—EDUCATIONAL SERVICES FOR INDIAN ADULTS**

56. The authority citation for Part 257 is revised to read as follows:

Authority: 25 U.S.C. 2631, unless otherwise noted.

**§ 257.1 [Amended]**

57. The authority citation for § 257.1 is revised to read as follows:

(Authority: 25 U.S.C. 2631(b))

**§ 257.2 [Amended]**

58. The authority citation for § 257.2 is revised to read as follows:

(Authority: 25 U.S.C. 2631(b))

**§ 257.3 [Amended]**

59. The authority citation for § 257.3 is revised to read as follows:

(Authority: 25 U.S.C. 2631)

**§ 257.4 [Amended]**

60. The authority citation for § 257.4 is revised to read as follows:

(Authority: 25 U.S.C. 2631)

**§ 257.10 [Amended]**

61. The authority citation for § 257.10 is revised to read as follows:

(Authority: 25 U.S.C. 2631)

**Subpart C—[Removed and Reserved]**

62. Subpart C (consisting of § 257.20) is removed and reserved.

**§ 257.30 [Amended]**

63. The authority citation for § 257.30 is revised to read as follows:

(Authority: 25 U.S.C. 2631(b))

**§ 257.31 [Amended]**

64. Section 257.31 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2631 (b), (d))

**PART 258—PLANNING, PILOT, AND DEMONSTRATION PROJECTS FOR INDIAN ADULTS**

65. The authority citation for Part 258 is revised to read as follows:

Authority: 25 U.S.C. 2631(a), unless otherwise noted.

**§ 258.1 [Amended]**

66. The authority citation for § 258.1 is revised to read as follows:

(Authority: 25 U.S.C. 2631(a))

**§ 258.2 [Amended]**

67. The authority citation for § 258.2 is revised to read as follows:

(Authority: 25 U.S.C. 2631(a))

**§ 258.3 [Amended]**

68. The authority citation for § 258.3 is revised to read as follows:

(Authority: 25 U.S.C. 2631(a))

**§ 258.4 [Amended]**

69. The authority citation for § 258.4 is revised to read as follows:

(Authority: 25 U.S.C. 2631(a))

**§ 258.10 [Amended]**

70. In § 258.10, paragraph (a)(2) is amended by removing "for one or more of the types of grants listed in § 258.20(a)(1)" and adding, in its place, "separately for one or more planning grants, pilot grants, or demonstration grants." and revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2631(a))

**Subpart C—[Removed and Reserved]**

71. Subpart C (consisting of § 258.20) is removed and reserved.

**§ 258.30 [Amended]**

72. The authority citation for § 258.30 is revised to read as follows:

(Authority: 25 U.S.C. 2631(a))

**§ 258.31 [Amended]**

73. The authority citation for § 258.31 is revised to read as follows:

(Authority: 25 U.S.C. 2631(d), (3))

**§ 258.32 [Amended]**

74. Section 258.32 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2631 (a), (d))

**§ 258.33 [Amended]**

75. Section 25.33 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2631 (a), (d))

**§ 258.34 [Amended]**

76. Section 258.34 is amended by revising the authority citation to read as follows:

(Authority: 25 U.S.C. 2631 (a), (d))

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