

Act of 1969, as implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500–1508), the Department of the Navy announces its intent to prepare an Environmental Impact Statement (EIS) to evaluate the environmental effects of realigning the Airborne Early Warning Wing (AEWWING), consisting of four E-2 aircraft squadrons and associated personnel, presently located at Naval Air Station (NAS) Miramar to another naval air station with compatible mission and function.

The realignment is in accordance with the legislative requirements of the Defense Base Closure and Realignment Act (DBCRA) of 1990 (Public Law 101–510), as implemented by the Base Realignment and Closure (BRAC) processes of 1993 and 1995. BRAC–1993 directed the closure of Marine Corps Air Stations (MCAS) El Toro and Tustin and realigned aviation units, functions and personnel at MCAS El Toro and MCAS Tustin to NAS Miramar and MCAS Camp Pendleton. The Navy and Marine Corps agreed to transfer ownership of NAS Miramar from Navy to Marine Corps in September 1997. Accordingly, the four AEWWING squadrons must be relocated from their present location at NAS Miramar.

The proposed action entails relocating four E-2 squadrons (16 aircraft), as well as related support personnel, equipment, and functions from NAS Miramar to another naval air station. The Navy has identified NAS North Island, NAS Lemoore, Naval Air Warfare Center (NAWC) Point Mugu and Naval Air Facility (NAF) El Centro as potential receiving sites for the relocated squadrons. To accommodate the AEWWING relocation, military construction projects (new construction, expansion, modification or demolition) would be necessary at any receiving site under consideration. The amount of construction required is dependent upon availability and compatibility of existing space at each alternative base. In all cases, new or modified hangar space, aircraft parking aprons, maintenance facilities and E-2 specific training facilities would be required. Construction or modification of community support facilities would be based on the adequacy and capacity of existing resources at each base.

The Navy intends to analyze the environmental effects of the realignment and potential construction at the four alternative base locations. Major environmental issues that will be addressed in the EIS include, but are not limited to: geology/soils/seismicity; biology; water resources/hydrology/drainage/flood control; noise; air

quality/conformity; land use; cultural resources; socioeconomics; transportation/circulation; public health and safety/hazardous materials; aesthetics; public services/utilities; and environmental justice.

The Navy will initiate a scoping process for the purpose of determining the extent of issues to be addressed and identifying the significant issues related to the AEWWING realignment. The public and interested parties are invited to participate in the scoping process, to review the draft EIS, and to attend a public meeting on the draft EIS. Public scoping meetings will be conducted at all four alternative base locations on the following dates starting at 7:00 p.m.:

- Tuesday, May 21, 1996 at the Oxnard Center for Performing Arts, Thousand Oaks/Hueneme Room, 800 Hobson Way, Oxnard, California.
- Thursday, May 23, 1996 at the Board of Supervisors Chambers, County Administration Center (Second Floor), 940 West Main Street, El Centro, California.
- Tuesday, May 28, 1996 at Coronado High School Auditorium, 650 D Avenue, Coronado, California.
- Wednesday, May 29, 1996 at Lemoore Union High School Cafeteria, Back Room, 101 East Bush Street, Lemoore, California.

A brief presentation on the proposed action will precede the request for public comment. Navy representatives will be available at these meetings to receive comments from the public regarding issues of concern. It is important that federal, state, local agencies and interested individuals take this opportunity to identify environmental concerns that should be addressed during the preparation of the draft EIS.

Agencies and the public are invited and encouraged to provide written comments in addition to, or in lieu of, oral comments at the public scoping meetings. To be most helpful, scoping comments should clearly describe specific issues or topics which the commenter believes the draft EIS should address. In the interest of time, speakers will be asked to limit comments to five minutes.

ADDRESSES: Written statements or questions regarding the scoping process should be postmarked no later than June 6, 1996, to Commanding Officer, Southwest Division, Naval Facilities Engineering Command, 1220 Pacific Highway, San Diego, CA 92132–5190 (Attention: Ms. Kelly Knight, Code 232.KK). Ms. Knight may be reached by phone at (619) 532–1158 or by fax at (619) 532–3824.

Dated: April 26, 1996.

M. A. Waters,

LCDR, JAGC, USN, Federal Register Liaison Officer.

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Notice of Intent To Prepare an Environmental Impact Statement for the Realignment of Naval Sea Systems Command Headquarters Within the Washington, DC Area

SUMMARY: Pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969 as implemented in the Council on Environmental Quality regulations (40 CFR parts 1500–1508), the Department of the Navy announces its intent to prepare an Environmental Impact Statement (EIS) for the Realignment of Naval Sea Systems Command Headquarters (NAVSEA) within the Washington DC area.

As directed by the Defense Base Closure and Realignment Act of 1990, as implemented by the 1995 Base Closure and Realignment (BRAC) process, the receiver site designated by the 1993 BRAC process was changed from the White Oak facility in Silver Spring, MD, to another location within the Washington, DC area. The preferred receiver site is the Washington Navy Yard.

Approximately 4,100 NAVSEA personnel will move by 2001. The NAVSEA activities involved in the realignment are primarily administrative, and will require 1.15 million square feet of office space, parking for 3,500 vehicles, and infrastructure upgrades. Alternatives to implement this realignment include a combination of adaptive reuse of existing structures, demolition, and/or new construction. The EIS will address the following impact areas of concern: cultural resources; air quality; water quality; floodplains; flora and fauna; socioeconomics (traffic, employment, services, access, environmental justice); permitting requirements; safety; and compatibility with existing military and civilian functions.

The Navy will hold two public scoping meetings for the purpose of further identifying the scope of issues to be addressed in the EIS. The meetings will be held on Thursday, May 16, 1996, and Saturday, May 18, 1996. The first meeting will be held at the Washington Navy Yard's Officer's Club (Building 101, 901 M Street SE). It will begin with an open house at 7:00 PM, followed by the scoping meeting at 8:00 PM. The second meeting will be held at the Hine Junior High School Auditorium (8th and

Pennsylvania Ave. SE). It will begin with an open house at 1:00 PM followed by the scoping meeting at 2:00 PM. Navy representatives will make a brief presentation, then members of the public will be asked to provide their comments. It is important that federal, state, and local agencies and interested individuals take this opportunity to identify environmental concerns that should be addressed in the EIS. In the interest of time, speakers will be asked to limit comments to five minutes.

ADDRESSES: Agencies and the public are encouraged to provide written comments in addition to, or, in lieu of, oral comments at the scoping meeting. To be most helpful, comments should clearly describe specific issues or topics which the EIS should address. Written comments must be postmarked by June 1, 1996, and should be mailed to Commanding Officer, Engineering Field Activity Chesapeake, Naval Facilities Engineering Command, Washington Navy Yard, Bldg. 212, 901 M Street SE, Washington DC 20374-5018 (Attn: Mr. Hank Riek), telephone (202) 685-3064, facsimile (202) 685-3350. The scoping meeting will be conducted in English, and requests for language interpreters or other special communications needs should be made to Mr. Riek at least one week prior to the meeting. The Navy will make every reasonable effort to accommodate these needs.

Dated: April 26, 1996.

M.A. Waters,
LCDR, JAGC, USN, Federal Register Liaison
Officer.

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Notice of Availability of a Draft Plan for U.S. Navy Compliance With Regulations 5 of Annex V to the MARPOL Convention, and of a Draft Environmental Impact Statement (DEIS) for Disposal of U.S. Navy Shipboard Solid Waste, and Notice of Public Hearing To Receive Comments on the DEIS

SUMMARY: The Department of the Navy (DON) announces the availability of two documents pertaining to the management of solid waste aboard Navy ships. The first is a Draft Plan for Compliance with Regulation 5 of Annex V to the MARPOL Convention by vessels owned or operated by the Department of the Navy. The second document is a Draft Environmental Impact Statement (DEIS) for Disposal of U.S. Navy Shipboard Solid Waste. Copies of these documents can be obtained by contacting Mr. Robert

Ostermueller, Planner in Charge, Northern Division, Naval Facilities Engineering Command, 10 Industrial Highway, Mail Stop #82, Lester, Pennsylvania 19113-2090, telephone (610) 595-0759, fax (610) 595-0778.

Federal, state and local agencies, and interested individuals, are encouraged to submit comments regarding the draft Plan and/or the DEIS. Written comments may be submitted to Mr. Ostermueller at the above address. The Navy will also hold two public meetings to receive oral or written comments on either or both documents. The first meeting will be held at 7:30 PM on Tuesday May 28, 1996, at the Holiday Inn, 625 First Street, Alexandria, Virginia, 22314. The second meeting will be held at 7:30 PM on Thursday, May 30, 1996, at the Clift Hotel, 495 Geary Street, San Francisco, CA, 94120. In the interest of available time, each speaker will be asked to limit oral comments to five minutes. Longer comments should be summarized at the public meeting or mailed to the address indicated above.

DATES: Written comments on the Plan and/or the DEIS will be considered if received by Mr. Ostermueller at the above address not later than June 17, 1996. Oral or written comments will also be considered if presented at one of the public meetings discussed above, to be held on May 28 and 30, 1996.

FOR FURTHER INFORMATION CONTACT: CDR Lane Willson, U.S. Navy, Shipboard Solid Waste Project Manager, Chief of Naval Operations (N45) 2211 S. Clark Place, Arlington, VA 22244-5108, (703) 602-8794.

SUPPLEMENTARY INFORMATION: The Special Area Compliance Plan is being prepared pursuant to Section 1003(c)(2) of the National Defense Authorization Act for Fiscal Year 1994, Public Law 103-160, codified at 33 U.S.C. 1902(2)-(4). That statute requires the Secretary of the Navy to submit, by 30 November 1996, a plan for compliance by all ships owned or operated by the DON with the requirements of Regulation 5 of Annex V of the International Convention for the Prevention of Pollution from Ships (MARPOL). Regulation 5 of Annex V establishes rules pertaining to discharge of shipboard solid waste from vessels operating in designated "special areas" of the world, of which three are currently in effect: the Baltic Sea, the North Sea and the Antarctic Region. Essentially Regulation 5 of Annex V prohibits all discharges of solid waste, other than food waste, from ships in "in-effect" special areas.

The Compliance Plan must be submitted in consultation with the

Secretary of State, the Secretary of Commerce, the Secretary of Transportation and the Administrator of the Environmental Protection Agency. The statute also requires the opportunity for public participation in the Plan's development, and for public comment on the Plan.

Pursuant to the statutory mandate to provide opportunity for public participation in the development of the plan, DON announced commencement of the Plan's development in the Federal Register of July 21, 1994 (59 Fed. Reg. 37223). That announcement identified three solid waste management alternatives that would be considered: on-board destruction through incineration or some form of advanced waste destruction technology; storage aboard ship for later offload ashore; and on-board processing and discharge at sea of waste products. The announcement solicited public comment on the Compliance Plan, specifically requesting comment on the scope of alternatives to be considered, on the studies considered necessary, on measures of merit by which to evaluate the alternatives, and on suggested technologies or strategies for compliance. Written comments from the public were invited. The July 21, 1994, Federal Register notice also announced a September 20, 1994 public meeting, at which the Navy presented information on and received public comment concerning preparation of the Compliance Plan. In November 1995 and again in February 1996 the Navy met with representatives of federal and state environmental agencies, industry and environmental interest groups in order to obtain their views regarding the Plan. These efforts, this notice's request for comments on the Plan, and the opportunity for public involvement in the DEIS development, described below, provide the public with the opportunity to participate in development of the Compliance Plan.

The draft Plan concludes that it is not technologically feasible, within the foreseeable future, for certain Navy vessels to comply fully with the special area discharge limitations of Regulation 5 of Annex V, while at the same time maintaining the required level of operational capability. Full compliance would require all naval vessels operating in "in-effect" special areas to adopt either the onboard destruction or the storage and retrograde approach to shipboard solid waste management. The draft Plan demonstrates that, given the current state of demonstrated shipboard solid waste management technology, adoption of either approach would materially interfere with the operations