

national governments so that the Secretariat can meet its obligations to member governments of the IPCC. The U.S. Government is expected to receive its copy of the draft assessment for formal government comment on or about April 30, 1997. The U.S. Subcommittee on Global Change Research (SGCR) is handling the gathering of comments to be considered in the preparation of the formal comments by the United States Government. Through this notice, the SGCR is announcing the availability of the report and is requesting comments on the draft report by May 27, 1997 from experts and interested groups and individuals. These comments will be reviewed, combined, and incorporated as appropriate, in the process of preparing the set of official U.S. comments to the IPCC.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Intergovernmental Panel on Climate Change (IPCC) was jointly established in 1988 by the United Nations Environment Programme and the World Meteorological Organization to conduct periodic assessments of the state of knowledge concerning global climate change. The IPCC has formed working groups to study various aspects of climate change. Working Group I addresses the state of the science concerning what is happening and is projected to happen to the climate; Working Group II addresses the state of the science concerning (i) vulnerability to and impacts of climate change and (ii) adaptation and mitigation strategies; and Working Group III addresses the state of science and understanding concerning economics and cross-cutting issues associated with climate change. Since finishing the Second Assessment Report in late 1995, the IPCC has undertaken four Special Reports (covering the regional impacts of climate change, emission scenarios, aviation and the global atmosphere and technology transfer) and several technical papers.

##### Report Outline

###### Foreword

###### Summary for Policymakers

1. Introduction
2. Africa
3. Arctic/Antarctic
4. Australasia
5. Europe
6. Latin America
7. Middle East/Arid Asia
8. North America
9. Small Island States
10. Temperate East Asia

11. Tropical Monsoon Asia
12. Synthesis (if deemed necessary)

###### Annexes:

- A. Observed Changes in Regional Climate
- B. Simulation of Regional Climate Change with Global Coupled Climate Models and Regional Modeling Techniques
- C. Simulated Changes in Vegetation Distribution

##### Public Input Process

The member countries of the IPCC have established a timetable that includes a brief period for comments from governments so that the IPCC Secretariat can meet its obligations for a timely completion of this Special Report. The Subcommittee on Global Change Research is responsible for coordinating preparation of the U.S. Government response, and through this notice is seeking the views of experts and interested groups and individuals to help in the formulation of its response. Comments that are provided will be reviewed, integrated, and used, as appropriate, in the preparation of the official U.S. comments. An information sheet providing specific requests for formatting submissions will be provided with each distribution of a chapter. In this review process, the emphasis should be on providing detailed recommendations for changes or modifications in specific chapters for which the reviewer has established expertise or interest. To be most useful, comments should be specific in suggesting wording changes to the text of a particular paragraph or chapter and, where appropriate, offer supporting information and peer-reviewed references supporting the proposed changes. Comments on the overall tone and scientific validity of the chapter and comments expressing agreement and disagreement with specific major points in the Executive Summary of the chapters are also solicited; however, comments without specific suggestions for changes are of limited help in improving the chapters.

**DATES:** Comments should be received on or before May 27, 1997. The deadline cannot be extended because the member countries of the IPCC have established a strict timetable for the review process and the U.S. Government requires time for development of its formal comments.

**Distribution Process:** Full copies of this report will be sent to all SGCR agencies and will be available upon request to scientific reviewers and to organizations and companies with the expectation that review comments will be provided for use in developing the official U.S. Government response. Copies of specific chapters will be sent to nominated chapter coordinators and

reviewers. The North America Chapter will be available by regular mail, by facsimile, or as an e-mail attachment in a format that will preserve line numbers; figures and tables will be available for viewing over the Internet, linked to the USGCRP Home Page: [www.usgcrp.gov](http://www.usgcrp.gov). Persons requesting mailed copies (by express mail) may be requested to provide an account number to cover expenses.

**ADDRESSES:** Copies of individual chapters can be requested by sending an e-mail to [USG.IPCC.Review.RegImp@usgcrp.gov](mailto:USG.IPCC.Review.RegImp@usgcrp.gov), by sending a fax to the USGCRP Office (202-358-4103) or by sending a letter to the USGCRP Office (300 E St., SW., Code YS-1, Washington, DC 20546). Comments should be submitted, preferably by e-mail, to the same e-mail address ([USG.IPCC.Review.RegImp@usgcrp.gov](mailto:USG.IPCC.Review.RegImp@usgcrp.gov)). A list of chapters making up the report is included with this notice.

**FOR FURTHER INFORMATION CONTACT:** Melissa Taylor, Office of the U.S. Global Change Research Program, at tel: 202-358-1299.

Dated: May 2, 1997.

##### Rafe Pomerance,

*Deputy Assistant Secretary for Environment and Development, Bureau of Oceans and International Environmental and Scientific Affairs.*

[FR Doc. 97-12895 Filed 5-15-97; 8:45 am]

BILLING CODE 4710-09-M

#### TENNESSEE VALLEY AUTHORITY

##### Proposed Construction of United States Penitentiary, Lee Pennington Gap, Virginia

**AGENCY:** Tennessee Valley Authority.

**ACTION:** Issuance of record of decision.

**SUMMARY:** This notice is provided in accordance with the Council on Environmental Quality's (CEQ) regulations (40 CFR 1500 to 1508) and TVA's implementing procedures. TVA has decided to adopt the preferred alternative in the U.S. Department of Justice, Federal Bureau of Prisons' final environmental impact statement (FEIS), "Final Environmental Impact Statement, United States Penitentiary, Lee, Pennington Gap, Virginia." The FEIS was made available to the public in October 1996. A Notice of Availability of the FEIS was published by the Environmental Protection Agency in the **Federal Register** on October 25, 1996 (61 FR 55294). The preferred alternative is to construct and operate a high-security United States Penitentiary

(USP), a minimum-security Federal Prison Camp (FPC), and other related ancillary facilities near the town of Pennington Gap, in central Lee County, Virginia. Related actions by Lee County, addressed as part of the preferred alternative, include providing property and water supply and wastewater treatment facilities for the proposed prison facilities.

To stimulate economic expansion, encourage job creation, and leverage capital investment in the TVA power service area, TVA has decided to provide a \$2,000,000 loan to Lee County, Virginia, to assist in funding the county's actions related to the federal prison facilities near Pennington Gap. The loan will be used by Lee County to purchase a 288 acre (116 hectare) tract of land for the site of the proposed prison and to design the water supply and sewage treatment facilities for the prison. This loan will provide temporary (up to 12 month term) financing in anticipation of other federal (non-TVA) and state funding.

**FOR FURTHER INFORMATION CONTACT:**

Linda Oxendine, Ph.D., NEPA Specialist, Tennessee Valley Authority, 400 West Summit Hill Drive, Mailstop WT 8C, Knoxville, Tennessee 37902, (423) 632-3440 or e-mail at lboxendine@tva.gov.

**SUPPLEMENTARY INFORMATION:** In October 1996, the Federal Bureau of Prisons released a FEIS on the proposed construction and operation of a high-security United States Penitentiary (USP), an adjacent minimum-security Federal Prison Camp (FPC), and other related ancillary facilities near the town of Pennington Gap, in central Lee County, Virginia. Included in the EIS were related activities by Lee County to provide property at Pennington Gap and water supply and wastewater treatment facilities for the project. In August 1996, as the Bureau was completing the FEIS, TVA received a request from Lee County for a \$2,000,000 Economic Development Loan to assist in funding its actions related to the prison facilities.

Therefore, TVA was not a cooperating agency in the preparation of the Federal Bureau of Prisons EIS. In accordance with CEQ regulations, following the determination that the FEIS adequately addressed TVA's action and was still generally available, TVA announced its decision to adopt the FEIS on March 27, 1997. A Notice of Adoption of the FEIS was published in the **Federal Register** by the Environmental Protection Agency on April 4, 1997 (62 FR 16154).

The prison facilities will be located on an approximately 288 acre (116 hectare) tract of land at the junction of

U.S. Route 58 and VA Route 638 approximately eight miles (13 kilometers) south of Pennington Gap. The USP will house approximately 1,000 high-security inmates, while the FPC will house approximately 300 minimum security inmates. Inmates will come primarily from the Mid-Atlantic and Southeastern portions of the country. Other related facilities include staff training and administrative facilities, a prison industry facility, a central utility plant, and water supply and wastewater treatment facilities for the project.

The proposed prison facilities are needed to relieve the critical levels of overcrowding at the Federal Bureau of Prisons' high-security facilities which are extended beyond their critical limits and to provide space for the substantial number of cases awaiting redesignation to high-security facilities pending available bedspace. The facilities are needed even with the addition of high-security facilities planned for Beaumont, Texas, and Pollock, Louisiana.

**Alternatives Considered**

The following alternatives were considered by the Federal Bureau of Prisons and evaluated in the FEIS. These alternatives were designed to address comments received during the scoping process and to minimize potentially adverse environmental effects. Alternatives evaluated include the no action alternative, use of closed or scheduled to be closed military installations in the region pursuant to Section 20413 of the Violent Crime Control and Law Enforcement Act of 1994, and six alternative non-federally owned sites within Lee County. As reflected in the EIS, alternative sites were screened to determine their suitability against the anticipated site development requirements for a correctional facility and to identify potential environmental issues to be addressed.

*Alternative A: No-Action*

The proposed prison facilities would not be constructed at any location. Current overcrowding of high-security prisons within the Federal Prison System would continue. This alternative would not result simply in the continuation of the status quo. Eventually, action to address present and future overcrowding in high-security facilities would be required.

*Alternative B: Use of Federally-Owned Sites*

The Bureau conducted a review of Federally-owned sites in Virginia

considered to be in reasonable proximity to metropolitan areas and which have (or could be expected to be provided with) the required utility services at reasonable cost. The review consisted of consultations with relevant agencies, including the General Services Administration (GSA), the Resolution Trust Corporation (RTC), and government officials of the Southwestern Virginia area. Department of Defense properties declared or likely to be declared excess were included in the GSA consultations. No military installations closed or scheduled to be closed were identified in the Southwestern Virginia area that warranted consideration pursuant to the Violent Crime Control and Law Enforcement Act.

Two facilities in Virginia are included on the lists addressed by the Violent Crime Control and Law Enforcement Act. Use of all or any portion of these military installations was considered to determine if their use would provide a cost-effective alternative to the acquisition of privately-owned property for the consideration of the proposed facility. The Bureau considered these properties not suitable for Bureau use and thus not reasonable alternative sites for the proposed prison facilities.

*Alternative C: Use of Non-Federally-Owned Sites*

Non-Federally-owned sites potentially available for acquisition in Southwestern Virginia and located in communities which indicated a willingness to accommodate such a facility were identified through consultations with local government officials.

Six properties were identified as potential sites for the proposed action as indicated by the Final EIS. All six sites were screened to determine their suitability (See p. II-14 of the FEIS). Screening activities included visual surveys and consultations with local planning and development officials. Site specific reconnaissance activities included visual inspection of the sites and observations in regard to current land uses at the sites and adjacent properties. Readily available documentation relating to the sites and surrounding environments was assembled including master plans, system utility data, environmental and historic features, and other relevant information. Each alternative site is examined in detail in the draft and the FEIS.

Based on comparison of the Lee County sites, the Pennington Gap site was chosen for more detailed review and identified by the Bureau as the

preferred alternative. The Bureau's selection of the Pennington Gap Site was based on environmental, engineering, and economic considerations as well as the ease of regional access offered by the site and the availability of planned utility improvements and other considerations.

#### *Environmentally Preferred Alternative*

TVA considers Alternative C, locating the prison facilities at Pennington Gap, to be the environmentally preferable alternative as required under 40 CFR 1505.2(b). This determination is based on the nature of the existing environment, the need to relieve overcrowding at high-security facilities in the Mid-Atlantic and Southeastern portions of the country, and the potential impacts to the physical, biological, and social environments as described in the EIS. The substantial economic investment of funds into the construction and operation of the prison facilities will greatly expand the economic base of Lee County. The no action alternative has the least impact on the physical and biological environments as no disturbance would occur, but it does not address the overcrowding and economic benefits. Based on cost analysis, no military property was considered to be a reasonable alternative. Of the alternative non-federally owned sites, the Pennington Gap site would have the least impact on the physical and biological environments and provide regional access and the availability of planned utility improvements.

#### **Basis for Decision**

TVA has decided to adopt the Pennington Gap alternative which was identified in the Federal Bureau of Prison's FEIS as the preferred alternative. TVA will provide an Economic Development Loan to Lee County in the amount of \$2,000,000 to purchase the property for the project and to design the water supply and wastewater treatment facilities. TVA bases its decision on the economic development benefits of the project and its less-than-significant impact on the environment. Economic development benefits include over 300 new jobs and approximately 150 indirect jobs for the local area, with an annual payroll of \$17.5 million of which \$8.2 million would represent take-home wages. Additionally, the facilities will have an electric service capacity of 3.5 megawatts and an annual electric energy use of 16 million kilowatt-hours.

TVA concurs with the Bureau's determination that development of the Pennington Gap site will result in less-

than-significant environmental impacts to the immediate project site and the surrounding community while providing benefits to the area's economy.

#### **Environmental Consequences and Commitments**

The Pennington Gap project will be similar in scale to a light industrial park or secondary school. Most buildings will be one-to four-story structures and will provide multi-purpose activity space, with areas divided according to function. Functional groupings will include administration, services, housing, religion, education, recreation, prison industries, and utilities. Detailed information describing project design, construction, and operations is included in the FEIS.

Construction and operation of the proposed project is not expected to have significant environmental impacts to the immediate project site and surrounding local communities. Those communities, including the towns of Pennington Gap and Jonesville, Lee County, and the surrounding area will benefit economically from having the proposed project located in the area. Project construction is estimated to cost approximately \$90 million which can be expected to substantially increase the number of construction jobs available in the local area. Project construction will also provide opportunities for local companies to provide materials and supplies for the project.

Based on environmental analysis described in the EIS, no significant environmental impacts are anticipated to the area's land use patterns, utility services, and traffic and transportation movements to and from the proposed site. Additionally, the project is not expected to have significant impacts on noise, air quality, water quality, topographic conditions, aesthetics, wetland conditions, and endangered wildlife species.

Development of the site will require the disturbance of approximately 100 acres (40 hectares) or approximately 35 percent of the site. The area to be disturbed during construction includes the more level areas of open fields and hedgerows located within the eastern portion of the site. This will permit the more sensitive areas and habitats on the site to be avoided, specifically wetlands on the northern portion and Litton Cave No. 1 to the southeast.

To ensure that environmental impacts are minimized throughout the construction and operation of the project, the Bureau will conduct additional subsurface investigations during project design, focusing attention

upon the movement of water from the site to the groundwater system and its potential for impacts upon water quality and subsidence. The Bureau will also specify methods to control and detect leakage from water and sewer lines during the planning and design, material specification, and construction of such lines to avoid leakage. In addition, the Bureau has prepared a conservation management plan for the continued maintenance and protection of the Litton Cave No. 1. The management plan will be implemented during the construction and operating phases of the project.

The proposed action to build the facilities, in concert with other actions, will contribute substantially to the efficient operation of the national criminal justice system. Secondary benefits on the area's economy will also be realized. Once the USP becomes operational, the annual operating budget is estimated to be approximately \$25 million. Much of this amount can be expected to flow directly into the local economy through employee salaries, local service contracts and the purchases of utilities, goods and services. The facility will rely on public utility providers for the provision of water supply and wastewater treatment services. Positive economic benefits will accrue to these utility providers as a result. All plans for the provision of services and expansion of capacities will be fully coordinated with all appropriate officials. Provision of water supply and wastewater treatment services to serve the proposed project may allow indirect or secondary development impacts in the area. However, the limited development activity at the existing Lee County Industrial Park, given the availability of water and wastewater treatment facilities at the park, suggest that little, if any, additional development will occur. Based on input from local and regional planning officials, any indirect or secondary development impacts that may result are considered to be consistent with land use and economic development goals and objectives of the area.

Potentially adverse direct and indirect impacts, including construction-related impacts will be controlled, mitigated or avoided using all practicable means. All plans and specifications for the design and construction of the proposed facilities will include protective measures to minimize adverse affects during the construction phase of the project.

Dated: May 8, 1997.

**Robert K. Johnson, Jr.,**

*General Manager, Business Systems  
Economic Development.*

[FR Doc. 97-12846 Filed 5-15-97; 8:45 am]

BILLING CODE 8120-01-P

## DEPARTMENT OF TRANSPORTATION

### Aviation Proceedings, Agreements Filed During the Week of May 9, 1997

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days of date of filing.

*Docket Number:* OST-97-2448.

*Date Filed:* May 5, 1997.

*Parties:* Members of the International Air Transport Association.

*Subject:*

PTC12 MATL-Eur 0007 dated April 29, 1997

Mid Atlantic-Europe Expedited Resolutions

Intended effective date: June 1, 1997.

**Paulette V. Twine,**

*Chief, Documentary Services.*

[FR Doc. 97-12863 Filed 5-15-97; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending May 9, 1997

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et. seq.*). The due date for Answers, Conforming Applications, or Motions to modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause, a tentative order, or in appropriate cases a final order with out further proceedings.

*Docket Number:* OST-97-2468.

*Date Filed:* May 6, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* June 3, 1997.

*Description:* Application of AHK Air Hong Kong Limited, pursuant to 49 U.S.C. Section 40109 and Subpart Q of the Regulations, requests renewal of its

foreign air carrier permit authorizing AHK to engage in charter foreign air transportation of property and mail between a point or points in Hong Kong and a point or points in the United States, and to conduct other cargo charters in compliance with the Department's Regulations. AHK respectfully requests that the permit be renewed for an additional five years.

*Docket Number:* OST-97-2486.

*Date Filed:* May 7, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* June 4, 1997.

*Description:* Joint Application of ALM Antillean Airlines N.V. and ALM 1997 Airlines N.V., pursuant to 49 U.S.C. Section 41403, and Subpart Q of the Regulations, requests transfer of ALM's foreign air carrier permit to ALM 1997, thereby authorizing ALM 1997 to engage in scheduled foreign air transportation of persons, property and mail between a point or points in the Netherlands Antilles; the intermediate points Santo Domingo, Dominican Republic; Port-au-Prince, Haiti; and Kingston and Montego Bay, Jamaica; and the co-terminal points Miami, Florida; New York, New York; and San Juan, Puerto Rico, and to operate charters to and from the U.S.

*Docket Number:* OST-97-2495.

*Date Filed:* May 9, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* June 6, 1997.

*Description:* Application of WestJet Airlines, Ltd., pursuant to 49 U.S.C. Section 41302 and Subpart Q of the Regulations, applies for an initial foreign air carrier permit authorizing it to engage in scheduled foreign air transportation of persons, property and mail between a point or points in Canada and a point or points in the United States of America. WestJet also requests authority to perform foreign charter air transportation between a point or points in Canada and a point or points in the United States of America, and between a point or points in the United States and a point or points outside of either the United States or Canada, subject to compliance with the Department's procedures in Part 212 of its Economic Regulations, 14 CFR Part 212.

**Paulette V. Twine,**

*Chief, Documentary Services.*

[FR Doc. 97-12864 Filed 5-15-97; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Training and Qualifications

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

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss training and qualification issues.

**DATES:** The meeting will be held on April 23 at 10:00 a.m.

**ADDRESSES:** The meeting will be held at the Regional Airlines Association, Second floor, 1200 19th St. NW., Washington DC.

**FOR FURTHER INFORMATION CONTACT:** Ms. Regina L. Jones, (202) 267-9822, Office of Rulemaking, (ARM-100) 800 Independence Avenue, SW., Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee (ARAC) to discuss training and qualification issues. This meeting will be held April 23, 1997, at 10:00 a.m., at the Regional Airlines Association. The agenda for this meeting will include progress reports from The Air Carrier Pilot Pay for Training Working Group, the Air Carrier Minimum Flight Time Requirements Working Group, and the Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.