

data or through plant visits, phone calls, and correspondence and entered on Standard Forms 1403, 1404, 1405, 1406, 1407, and 1408 in detail commensurate with the dollar value and complexity of the procurement. The information is used by Federal contracting officers to determine whether a prospective contractor is responsible.

B. Annual Reporting Burden

Public reporting burden for this collection of information is estimated to average 24 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The annual reporting burden is estimated as follows: Respondents, 12,000; responses per respondent, .5; total annual responses, 6,000; preparation hours per response, 24; and total response burden hours, 144,000.

Obtaining copies of proposals: Requester may obtain copies of OMB applications or justifications from the General Services Administration, FAR Secretariat (MVRS), Room 4037, 1800 F Street, NW, Washington, DC 20405, telephone (202) 501-4755. Please cite OMB Control No. 9000-0011, Preaward Survey Forms, in all correspondence.

Dated: August 20, 1997.

Sharon A. Kiser,
FAR Secretariat.

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DEPARTMENT OF DEFENSE

Department of the Navy

Record of Decision for Facilities Development Necessary to Support the Homeporting of a Nimitz-Class Aircraft Carrier at the Naval Station, Mayport, Florida

Pursuant to section 102(2)C of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality regulations implementing NEPA procedures (40 CFR parts 1500-1508), the Department of the Navy announces its findings relative to the analysis of the facilities development necessary to support the homeporting of a Nimitz-class aircraft carrier at Naval Station (NAVSTA), Mayport, Florida. This analysis was required by the National Defense Authorization Act for Fiscal Year 1993, because under existing carrier force structure plans, all conventional carriers (CVs) will be replaced by nuclear-powered carriers (CVNs) at the end of

the CVs service life. NAVSTA Mayport, which has long been a homeport for conventional aircraft carriers, is currently homeport to the USS Kennedy. The analysis evaluates the potential environmental impacts associated with development of facilities to support possible CVN Homeporting at NAVSTA Mayport in the year 2010.

A notice of intent was published in the **Federal Register** on October 7, 1993, indicating that Navy would prepare a Programmatic Environmental Impact Statement (PEIS) evaluating the Facilities Development Necessary To Support Potential Aircraft Carrier Homeporting at the Naval Station, Mayport, Florida. A public scoping meeting was held October 26, 1993 in Neptune Beach, Florida to determine the scope of significant issues to be examined in the Draft PEIS (DPEIS). The DPEIS was filed with the U.S. Environmental Protection Agency (EPA) on March 15, 1996 and was distributed to agencies and officials of federal, state, and local governments, citizen's groups and associations, media, public libraries, and interested parties for review and comment. The notice of filing and notice of public availability appeared in the **Federal Register** on March 22, 1996. The period of public review and comment on the DPEIS was from March 22, 1996 through May 13, 1996. A public hearing was held on April 24, 1996 in Neptune Beach, Florida. Comments on the DPEIS were received in three forms: (1) Letters, (2) written comments received at the public hearing, and (3) oral statements made at the hearing. Comments included concerns regarding wildlife impacts, dredging impacts, water quality, and housing impacts. Those comments and Navy responses were incorporated into the Final PEIS (FPEIS), which was filed with the EPA on March 7, 1997, and distributed for public review. The Notice of Filing appeared in the **Federal Register** on March 14, 1997. The period of public review on the FPEIS ended on April 14, 1997.

The PEIS evaluated the reasonable alternatives to implementing CVN homeporting at NAVSTA Mayport and the potential environmental impacts of new construction, facilities modification, dredging, and operation of a CVN at NAVSTA Mayport. In addition to the various alternatives discussed in the PEIS, a "No Action" alternative was evaluated. In the "No Action" alternative, NAVSTA Mayport would not be evaluated as a second potential East Coast CVN Homeport, thus leaving all CVNs homeported in Norfolk, Virginia. This alternative was dismissed

because it fails to meet the requirements of Pub. L. 102-484 which requires Navy to prepare a plan which could develop NAVSTA Mayport as a Nimitz-Class aircraft carrier homeport.

NAVSTA Mayport has two conventionally-powered aircraft carrier berthing wharves, Wharf C-1 and Wharf C-2, neither of which are currently able to accommodate CVN draft, electrical, and maintenance requirements. Wharf C-1 was eliminated from further evaluation because it provides no berthing or infrastructure advantage over Wharf C-2 and because Wharf C-2 has better opportunities for providing security. Three berthing alternatives were evaluated throughout the PEIS: Wharf C-2, Wharf F (an industrial maintenance wharf), and a dual capability concept where both Wharf C-2 and Wharf F are used. The dual capability configuration was chosen as the preferred alternative because it offers the most operational flexibility, allowing continued use of Wharf F as an industrial rework facility, even when the carrier is in port.

New construction necessary to support the depot-level maintenance requirements of a CVN homeported at NAVSTA Mayport would include a depot-level maintenance facility (DMF). The DMF would comprise three main components: Controlled Industrial Facility (CIF), Ship Maintenance Facility (SMF), and Maintenance Support Facility (MSF). The DMF and its surrounding areas would have to be capable of supporting a work force of approximately 1,000 workers per day. This would include shipboard workers, within the facility, and the project management team. The SMF facility would house all non-controlled propulsion plant work, material inspection and storage, and pure water production. Radiological work to be performed at the DMF would occur in the CIF, while the MSF would include the administrative functions.

Pierside improvements discussed in the PEIS would include required modification to the two wharves considered for berthing of a CVN, Wharf C-2 and Wharf F. Structural analysis of each wharf for the dredge depth of 50 feet below Mean Lower Low Water (mllw), for the additional loading introduced by a 100-ton mobile crane at the wharves, and for more rigorous mooring standards were performed to assist in the wharf improvements recommendations and the analysis results were summarized in the PEIS. Assessments of the existing infrastructure (utilities) were also performed and the study results summarized in the PEIS.

The Jacksonville District U.S. Army Corps of Engineers (USACE) completed a study in 1994 of dredged material disposal areas for the Navy. The dredged material disposal alternatives considered for the potential homeporting at NAVSTA Mayport included: (1) The Jacksonville offshore dredged material disposal site (ODMDS), (2) diked upland disposal, (3) beach nourishment, and (4) beneficial uses.

Sediment quality, sediment volume, and the practicality and feasibility of disposal were considered during the evaluation of dredged material disposal alternatives. The preferred alternative method and site selected for the disposal of new work and maintenance dredged material is the Jacksonville ODMDS. All other methods and sites discussed in the USACE dredge study were dismissed as being too costly or not feasible for the potential homeporting project. New work dredging would utilize both hopper dredging and clam shell dredging methods.

The ODMDS is located approximately five miles southeast of the entrance marker for the Jacksonville Harbor Channel. An ODMDS Site Management and Monitoring Plan (SMMP) prepared by EPA limits annual dredged material disposal volumes to two million cubic yards (MCY). Navy's plan to dispose of approximately 5.7 MCY in 18 months would exceed this limitation. In order not to exceed the SMMP limits, the Navy could extend the dredging work period to 36 months or more, or should Navy wish to proceed with the 18 month disposal plan, the Navy would have to conduct additional dispersion predictive model studies. If the results of these model studies demonstrated that sufficient dispersive characteristics could be achieved, the disposal volume restriction on ODMDS could be waived or modified. Also, sediment sampling and bioassay testing of dredged material is required by the EPA prior to authorization of offshore disposal. Samples have been taken from the Mayport turning basin and the entrance channel. The EPA has reviewed the sediment and water quality analysis from these areas and has concurred with the finding that the material is suitable for ocean disposal in the Jacksonville ODMDS in accordance with the Marine Protection Research and Sanctuaries Act. This concurrence is valid through March 1999, contingent upon finalization of the SMMP, therefore, if a future proposal is made to homeport a CVN at NAVSTA Mayport, additional sediment characterization would be required.

Impacts from construction and operations of proposed facilities were evaluated in the PEIS. Other impacts evaluated included those associated with the increased CVN crew size and their dependents, construction personnel, and maintenance facilities personnel. A summary of the physical, biological, and socioeconomic impacts that would be caused by the potential action follows.

The St. Johns River entrance channel, the entrance channel to NAVSTA Mayport, and the turning basin would be dredged to 50 feet below mllw, plus two-foot overdredge, to accommodate the water depth requirements for a CVN. The total volume of the dredged material would be approximately 5.7 MCY. Dredging and dredged material disposal operations would temporarily cause turbidity in the water. Navy would comply with the provisions of Section 10 of the Rivers and Harbors Act of 1899, Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972, and Section 404 of the Clean Water Act, by obtaining all required permits from the USACE, the Florida Department of Environmental Protection (FDEP), and the St. John's River Water Management District.

Construction activities would disturb approximately 20 acres of land, some of which have been previously disturbed. Potential short-term erosion would be minimized by implementing erosion control measures as required by the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activity. Since more than five acres would be disturbed for the construction, a Notice of Intent (NOI) would be submitted to EPA, Region IV should a future proposal be made. The NOI would describe preparation and implementation of a Storm Water Prevention Plan. Accidental spills of hazardous materials during construction and operation of facilities would be contained, and remediated, following existing Navy contingency plans. These measures and plans would also protect water resources in the area.

Short-term impacts to local air quality would be expected from operation of heavy construction equipment, including dredges. No permanent deterioration of air quality would result from the associated construction activities. Operation of the maintenance facilities would produce welding fumes, cleaning solution fumes, and other emissions. All sources would comply with the air regulations in the Florida Administrative Codes. Emissions from dredging would possibly be above *de minimis* levels for the ozone precursor

nitrogen oxide (NO_x) and a conformity determination would be prepared if Duval County is still classified as a maintenance area should the project be proposed. Further mitigative measures such as extending the work period to reduce annual emissions could be required as a result of the analysis. Maintenance facilities would produce emissions from paint booths and solvents. Emissions controls will be used as required by the FDEP permits. Construction and operation of facilities would generate noise in the waterfront area. Noise levels would be similar to existing levels in this industrial area.

Wastewater from the CVN and maintenance facilities would be discharged to existing shore facilities. The NAVSTA Mayport wastewater treatment plant has capacity for the anticipated slight increase in volume and would treat the water to permit standards before discharge. Industrial/bilgewater (including oily wastewater) production is less for a CVN than a CV and would be pretreated at the oily wastewater treatment plant.

Four acres of existing landscaped vegetation would be removed during construction. Open areas of the sites would be revegetated following construction. Dredging would affect aquatic species, causing some to relocate temporarily. The feeding areas of some birds would be temporarily disturbed.

Plankton and benthos in the turning basin would be temporarily affected by wharf construction and dredging. Dredged material disposal at the ODMDS would also temporarily affect biological communities. These communities would recover shortly after the activities. It is not anticipated that threatened and endangered species would be adversely affected by construction, dredging, or facilities operations. Particular attention will be paid during dredging to safeguard marine mammals (e.g., manatees and right whales) by controlling timing and speeds, and by employing lookouts for early detection.

Should Navy pursue future homeporting of a CVN at NAVSTA Mayport, coordination would occur with U.S. Fish and Wildlife Service, National Marine Fisheries Service, EPA, FDEP and other state regulatory agencies to effect full compliance with the Marine Protection, Research, and Sanctuaries Act, Endangered Species Act, and the Fish and Wildlife Coordination Act.

In accordance with section 106 of The National Historic Preservation Act, potential impacts to historic and archeological resources have been

evaluated. No known archeological or historic architectural sites are documented in the proposed construction or facility improvement areas. No historic or archeological sites are expected to be encountered during the dredging activity; however, should sites or artifacts be encountered during dredging, the activities would cease and site inspections would be performed. The State of Florida Historic Preservation Officer has concurred with this analysis.

A CVN has a crew size of 3,217 persons which is 102 persons more than that of a CV. The potential increase in personnel and dependents from replacing an existing CV with a CVN would be approximately 217 persons. Most of the additional crew would live aboard the carrier. On-base family housing resources are anticipated to remain at full occupancy, and the additional personnel with families would probably seek housing in residential areas near NAVSTA Mayport.

The maintenance facilities would employ approximately 1,000 workers during a six month maintenance availability. These employees would live in rental housing (apartments, hotels, motels, and other). This would have a positive economic effect on the temporary housing market.

Most of the utilities requirements of the carrier can be supplied by the existing infrastructure within the station. Additional electrical substations and connections to wharf outlets would be required. NAVSTA Mayport can supply the additional water supply requirement of 32,000 gallons per day (GPD), and wastewater treatment facilities have approximately 0.7 million gallons per day (MGD) available capacity.

Approximately 15,000 pounds per year of hazardous waste would be generated from CVN activities in port, approximately the same amount as for a CV. The waste storage facility on base has adequate capacity to store the waste. Construction of maintenance facilities located southwest of Wharf F could impact a contaminated site [Solid Waste Management Unit (SWMU #23)]. Should this occur, an additional investigation and possible cleanup may be required.

A minor increase in vehicle trips would result from homeporting the CVN, and these would be distributed throughout the area. Roadway improvements to Mayport Road and Atlantic Boulevard proposed by the Jacksonville Transportation Authority would improve levels of service on area roadways. The proposed Wonderwood

Expressway would also improve access in the area of the Naval Station.

Pursuant to Executive Order 12898, Environmental Justice, potential environmental and economic impacts on minority and low-income persons and communities were assessed. No disproportionate concentrations of minority or low-income populations were identified in the area of impact of the potential facilities and operations. Additionally, Navy has ensured that opportunities for community participation (including minority and low-income persons and populations) in the NEPA process have been provided.

The population increase associated with CVN homeporting would place minor additional demands on housing and community services, such as police, fire, recreation, and education. These effects would be a small part of the total impact from projected population increases in the Jacksonville area from other (non-Navy) causes.

The completion of this PEIS fulfills the Navy requirements to analyze NAVSTA Mayport as a second East Coast homeport for a Nimitz-Class aircraft carrier as required by Public Law 102-484. The analysis presented in the PEIS and supporting studies indicate that NAVSTA Mayport is a feasible homeport site should the Navy define such a need in the future providing the identified construction, renovations, and dredging can be accomplished.

Should the Navy decide to pursue facilities development necessary to support a CVN at NAVSTA Mayport, additional NEPA analysis would be conducted defining the action as then proposed. If the proposed dredging would occur after March 1999, bioassay analysis will be required for all new work dredged material. Also, should the Navy exceed the OSMDS SMMP annual dredged material disposal limits of two million cubic yards per year, dispersion modeling will need to be performed to determine if the annual disposal volume limit on the OSMDS site may be modified or waived. Finally, a conformity determination for the ozone precursor NO_x would be prepared if Duval County were still classified as a maintenance area when the project was proposed.

Questions regarding the Environmental Impact Statement prepared for this action may be directed to Southern Division, Naval Facilities Engineering Command, P.O. Box 190010, North Charleston, South Carolina 29419-9010 (Attn: Mr. Ronnie Lattimore, Code 064RL), telephone (803) 820-5888.

Dated: August 19, 1997.

Duncan Holaday,

*Deputy Assistant Secretary of the Navy,
(Installations and Facilities).*

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DEPARTMENT OF DEFENSE

Department of the Navy, DoD

Notice of Availability of Inventions for Licensing; Government Owned Inventions

SUMMARY: The inventions listed below are assigned to the United States Government as represented by the Secretary of the Navy and are available for licensing by the Department of the Navy.

Copies of the patent applications cited are available from the Office of Naval Research. Requests for copies of the patent applications must include the patent application serial number.

U.S. Patent Application Serial No. 08/508,653: Rapid Immunoassay for Cariogenic Bacteria; filed July 28, 1995.

U.S. Patent Application Serial No. 08/766,203: Rapid Immunoassay for Cariogenic Bacteria; filed December 12, 1996.

International Patent Application No. PCT/US96/12135: Rapid Immunoassay for Streptococcus Mutans; filed July 23, 1996.

FOR COPIES OF THE PATENT APPLICATIONS OR FURTHER INFORMATION CONTACT: Mr. R.J. Erickson, Staff Patent Attorney, Office of Naval Research, ONR 00CC, Ballston Tower One, 800 North Quincy Street, Arlington, Virginia 22217-5660, telephone (703) 696-4001.

Dated: August 15, 1997.

M.D. Sutton,

LCDR, JAGC, USN, Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Navy, DoD

Notice of the Secretary of the Navy's Advisory Subcommittee on Naval History; Open Meeting

SUMMARY: Pursuant to the provisions of the Federal Advisory Committee Act (5 U.S.C. App. 2), notice is hereby given that the Secretary of the Navy's Advisory Subcommittee on Naval History, a subcommittee of the Department of Defense Historical Advisory Committee, will meet from 0800-1600 on September 18 and 0800-