

APPENDIX—CERTAIN TEXTILE MILL PRODUCTS FROM MEXICO C-201-405 HARMONIZED TARIFF SYSTEM (HTS) NUMBERS—Continued

5204.19.00	5204.20.00	5205.11.10	5205.12.10	5205.12.20
5205.13.10	5205.13.20	5205.14.10	5205.23.00	5205.24.00
5205.25.00	5205.31.00	5205.32.00	5205.33.00	5205.34.00
5205.42.00	5205.43.00	5205.44.00	5206.11.00	5206.12.00
5206.13.00	5206.14.00	5206.15.00	5206.31.00	5206.32.00
5206.33.00	5206.34.00	5206.35.00	5206.41.00	5206.42.00
5206.43.00	5206.44.00	5206.45.00	5207.10.00	5207.90.00
5208.11.20	5208.12.40	5208.13.00	5208.19.40	5208.21.20
5208.21.40	5208.22.40	5208.22.60	5208.23.00	5208.29.40
5208.29.60	5208.31.40	5208.31.60	5208.31.80	5208.32.30
5208.32.40	5208.32.50	5208.33.00	5208.39.20	5208.39.80
5208.41.40	5208.41.60	5208.41.80	5208.42.30	5208.42.40
5208.42.50	5208.43.00	5208.49.40	5208.51.40	5208.51.60
5208.51.80	5208.52.30	5208.52.40	5208.52.50	5208.53.00
5208.59.20	5208.59.80	5209.11.00	5209.19.00	5209.31.60
5209.32.00	5209.41.60	5209.43.00	5209.51.60	5209.52.00
5210.21.40	5210.21.60	5210.22.00	5210.29.40	5210.29.60
5210.32.00	5210.39.40	5210.39.60	5210.52.00	5210.59.40
5210.59.60	5211.31.00	5211.51.00	5401.10.00	5401.20.00
5402.10.30	5402.20.30	5402.31.30	5402.31.60	5402.32.30
5402.32.60	5402.33.30	5402.41.00	5402.43.00	5402.49.00
5402.51.00	5402.52.00	5402.59.00	5403.20.30	5403.20.60
5406.10.00	5406.20.00	5407.41.00	5407.42.00	5407.43.20
5407.44.00	5407.52.20	5407.53.10	5407.53.20	5407.54.00
5407.60.05	5407.60.10	5407.60.20	5407.91.05	5407.92.05
5407.93.05	5407.94.05	5408.21.00	5408.22.00	5408.23.20
5408.24.00	5408.31.05	5408.32.05	5408.33.05	5408.34.05
5508.10.00	5508.20.00	5509.12.00	5509.21.00	5509.22.00
5509.31.00	5509.32.00	5509.41.00	5509.51.30	5509.51.60
5509.53.00	5509.69.20	5509.69.40	5509.99.20	5509.99.40
5511.10.00	5511.20.00	5511.30.00	5513.11.00	5513.13.00
5513.19.00	5513.21.00	5513.23.00	5513.29.00	5513.33.00
5513.39.00	5513.41.00	5513.43.00	5513.49.00	5514.11.00
5514.19.00	5514.21.00	5514.29.00	5514.41.00	5514.49.00
5515.13.05	5516.11.00	5516.12.00	5516.13.00	5516.14.00
5516.41.00	5516.42.00	5516.43.00	5516.44.00	5516.91.00
5516.92.00	5516.93.00	5516.94.00	5601.10.20	5601.22.00
5602.10.90	5602.21.00	5602.90.60	5603.00.90	5607.41.30
5607.49.15	5607.49.25	5607.50.20	5608.11.00	5701.10.16
5701.10.20	5701.90.20	5702.10.90	5702.31.10	5702.31.20
5702.32.10	5702.32.20	5702.41.10	5702.41.20	5702.42.10
5702.42.20	5702.51.20	5702.51.40	5702.52.00	5702.91.30
5702.91.40	5702.92.00	5703.10.00	5703.20.10	5703.20.20
5703.30.00	5704.10.00	5704.90.00	5705.00.20	5801.31.00
5801.33.00	5801.34.00	5801.35.00	5801.36.00	5803.10.00
5803.90.30	5804.10.00	5804.21.00	5804.29.00	5804.30.00
5805.00.25	5806.32.10	5810.10.00	5810.91.00	5810.92.00
5902.10.00	5902.20.00	5902.90.00	5911.10.20	5911.20.10
5911.31.00	5911.32.00	6001.10.20	6001.22.00	6001.92.00
6002.10.80	6002.20.10	6002.20.60	6002.30.20	6002.43.00
6002.93.00	6301.10.00	6301.20.00	6301.30.00	6301.40.00
6301.90.00	6302.22.10	6302.22.20	6302.32.10	6302.32.20
6302.40.10	6302.40.20	6302.51.10	6302.51.20	6302.51.30
6302.51.40	6302.52.10	6302.52.20	6302.53.00	6302.59.00
6302.91.00	6302.92.00	6302.93.20	6302.99.20	6303.12.00
6303.19.00	6303.92.00	6303.99.00	6304.11.20	6304.19.05
6304.19.15	6304.19.20	6304.91.00	6304.92.00	6304.93.00
6304.99.15	6304.99.60	7019.20.10	9404.90.90

5209.32.00 Coverage limited to fabrics, not napped, of numbers 17 to 33.
 5209.52.00 Coverage limited to fabrics, not napped, of numbers 17 to 33.
 5402.10.30 Coverage limited to yarns provided for in subheading 5402.10.3040.
 5402.20.30 Coverage limited to yarns provided for in subheading 5402.20.3040.
 5402.33.30 Coverage limited to yarns, valued not over \$2.20 per kilogram.

5402.41.00 Coverage limited to yarns provided for in subheading 5402.41.0040.
 5402.43.00 Coverage limited to yarns provided for in subheading 5402.42.0040.
 5402.49.00 Coverage limited to yarns provided for in subheading 5402.49.0070 and 5402.49.0080.

5509.31.00 Not to include single blended yarns containing a combination of noncontinuous acrylic and continuous nylon filaments.
 5509.32.00 Not to include plied blended yarns containing a combination of noncontinuous acrylic and continuous nylon filaments.

DEPARTMENT OF DEFENSE**Department of the Army****Army Science Board; Notice of Open Meeting**

In accordance with Section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463), announcement is made of the following Committee Meeting:

Name of Committee: Army Science Board (ASB).

Date of Meeting: February 15 and 16, 1995.

Time of Meeting: 1300-1600 February 15, 1995; 0900-1600, February 16, 1995.

Place: Bethesda, MD.

Agenda: The Army Science Board (ASB) Analysis, Test and Evaluation Issue Group will conduct an assessment of the "Army Analytical Agencies' Capability for Mission Accomplishment". This meeting will be open to the public. Any interested person may attend, appear before, or file statements with the committee at the time and in the manner permitted by the committee. The ASB Administrative Officer, Sally Warner, may be contacted for further information at (703) 695-0781.

Sally A. Warner,

Administrative Officer, Army Science Board.

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Department of the Navy**Record of Decision for Realignment of Naval Air Warfare Center Aircraft Division, Patuxent River, MD**

Pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality Regulations for implementing NEPA procedures (40 CFR 1500-1508), the Department of the Navy announces its decision to implement realignment of Naval Air Warfare Center Aircraft Division (NAWCAD), Patuxent River, Maryland.

In accordance with legislative requirements of the Base Closure and Realignment Act of 1990 (Public Law 101-510), as implemented by the 1993 Base Closure and Realignment process (BRAC-93), the Navy was directed to realign operations and personnel from the Naval Air Systems Command (NAVAIR) in Arlington, Virginia and NAWCAD in Trenton, New Jersey to NAWCAD Patuxent River, Maryland. The realignment involves relocating approximately 2,670 administrative personnel from leased space in Arlington and 116 research personnel from the existing NAWCAD Trenton facility to NAWCAD Patuxent River. To meet the facility and operational requirements of the realignment, Navy will construct administrative,

laboratory, and engine testing facilities at NAWCAD Patuxent River. The realignment will also require minor modifications to the existing child care facility, utilities improvements, and improvements to Buse Road at the site of the administrative facility.

A Draft Environmental Impact Statement (DEIS) was prepared for the action and distributed to Federal, State, and local agencies and to interested individuals and groups. The DEIS was made available to the public on 25 August 1994 and evaluated alternative sites and environmental impacts of the construction and operation of new facilities. A Final EIS (FEIS), which was made available to the public on 9 December 1994, primarily addressed public and agency comments to the DEIS and provided further clarification of anticipated environmental impacts. The EIS process evaluated the foreseeable physical, biological, and socioeconomic impacts from facility construction and operation on-base and to the Tri-County area from the additional personnel associated with the realignment. The comment period for the FEIS expired 9 January 1995 and only one agency response has been received; and it was supportive in nature.

The Defense Base Closure and Realignment Act waived certain aspects of NEPA such that the environmental analysis need not consider the no-action alternative (no realignment), nor other realignment locations. However, alternative means of accommodating the mandated BRAC-93 realignment at NAWCAD Patuxent River were considered. Existing facilities were evaluated, but were determined not suitable for the NAVAIR and NAWCAD Trenton activities. An initial site selection study was performed to identify potential alternative sites for the construction of new facilities at NAWCAD Patuxent River. These potential alternative sites were then evaluated against refined evaluation criteria that addressed the site's suitability. The refined evaluation criteria included land use issues, environmental issues, operational requirements, and development costs. The alternatives evaluation process resulted in the following projects to accommodate the realignment.

The NAVAIR headquarters facility includes a five-story, 462,500 square feet (SF) administrative building, three-story parking garage, and surface parking. Construction of the facilities will require demolition of existing structures, removal of 16 acres of trees, and construction and relocation of utilities infrastructure, including an

electrical substation adjacent to the existing utilities right-of-way. A stormwater detention basin will be constructed to retain runoff from impervious surfaces. Buse Road will be widened from Cuddihy Road to south of the NAVAIR facility. The existing two-lane road will be widened to four lanes plus a median.

Realignment of NAWCAD Trenton will require the construction of engine testing facilities (cells) and related laboratories. The Propulsion System Evaluation Facility (PSEF), which will be located north of Building 106, offers access to the airfield, access to a fuel supply, close proximity to supporting facilities, land use compatibility and minimal environmental impacts. The test cells will be composed of nine specific units designed to test engines, turbines, alternative fuels, and engine starters. The PSEF includes a 100,000 SF one-story building to accommodate the nine test cells and associated laboratories and offices, a cooling tower, several small equipment storage buildings, and a parking lot. Operation of the specialized cells will require utility hook-ups and an underground fuel supply pipeline system. A detention basin will control stormwater runoff from the PSEF.

The on-base child-care facility (Building 2030) will be expanded by adding 3,560 SF to accommodate dependents of military personnel.

All practicable means to avoid or minimize environmental impacts at NAWCAD Patuxent River will be adopted during the construction and operation of the facilities. Navy will obtain all appropriate construction and operation permits and approvals from jurisdictional agencies prior to implementation. Construction of the facilities will result in the loss of approximately 16 acres of woodlands. This represents less than one percent of the woodlands on-base and no reforestation measures are proposed. No jurisdictional wetlands, or threatened or endangered species will be affected by the realignment action. Regional air quality is not expected to be degraded as a result of the proposed action. Although NAWCAD Patuxent River is located in an attainment area and the 1993 Clean Air Act General Conformity Rule does not apply, the EIS evaluated potential air quality impacts in neighboring Calvert and Charles Counties (designated as non-attainment for ozone). That analysis concluded that realignment-related commuter traffic will result in *de minimis* air emissions, and therefore will conform to the State Implementation Plan for air quality.