

implementation of certain of their provisions.

William J. Dulka,  
*Acting Chairman, Committee for the Implementation of Textile Agreements.*

Committee for the Implementation of Textile Agreements

October 27, 1995.

Commissioner of Customs,  
*Department of the Treasury, Washington, DC 20229.*

Dear Commissioner: This directive amends, but does not cancel, the directive issued to you on March 30, 1995, by the Chairman, Committee for the Implementation of Textile Agreements. That directive concerns imports of certain cotton, wool, man-made fiber, silk blend and other vegetable fiber textiles and textile products, produced or manufactured in Korea and exported during the twelve-month period which began on January 1, 1995 and extends through December 31, 1995.

Effective on November 1, 1995, you are directed to adjust the limits for the following categories, as provided for under the Uruguay Round Agreements Act and the Uruguay Round Agreement on Textiles and Clothing:

Category	Adjusted twelve-month limit <sup>1</sup>
Group I	
200-223, 224-V <sup>2</sup> , 224-O <sup>3</sup> , 225-229, 300-326, 360-363, 369-O <sup>4</sup> , 400-414, 464-469, 600-629, 665-669 and 670-O <sup>5</sup> , as a group.	428,191,796 square meters equivalent.
Sublevels within Group I	
201 .....	1,874,549 kilograms.
224-V .....	10,463,196 square meters.
315 .....	18,832,258 square meters.
611 .....	3,748,218 square meters.
619/620 .....	99,251,464 square meters.
624 .....	8,208,680 square meters.
Sublevels within Group II	
239 .....	1,019,370 kilograms.
333/334/335 .....	270,895 dozen of which not more than 138,457 dozen shall be in Category 335.
336 .....	58,867 dozen.
338/339 .....	1,209,509 dozen.
340 .....	685,130 dozen of which not more than 355,740 dozen shall be in Category 340-D <sup>6</sup> .
345 .....	118,067 dozen.
347/348 .....	529,520 dozen.
351/651 .....	233,049 dozen.
352 .....	181,352 dozen.
433 .....	14,497 dozen.
434 .....	7,365 dozen.

Category	Adjusted twelve-month limit <sup>1</sup>
442 .....	52,429 dozen.
443 .....	338,159 numbers.
444 .....	56,603 numbers.
445/446 .....	53,869 dozen.
448 .....	37,226 dozen.
631 .....	303,377 dozen pairs.
632 .....	1,607,111 dozen pairs.
633/634/635 .....	1,370,239 dozen of which not more than 155,383 dozen shall be in Category 633 and not more than 579,061 dozen shall be in Category 635.
636 .....	274,685 dozen.
638/639 .....	5,387,122 dozen.
640-D <sup>7</sup> .....	3,019,139 dozen.
641 .....	1,081,672 dozen of which not more than 40,858 dozen shall be in Category 641-Y <sup>8</sup> .
644 .....	1,228,569 numbers.
647/648 .....	1,259,083 dozen.
Sublevel in Group III	
835 .....	30,523 dozen.

<sup>1</sup> The limits have not been adjusted to account for any imports exported after December 31, 1994.

<sup>2</sup> Category 224-V: only HTS numbers 5801.21.0000, 5801.23.0000, 5801.24.0000, 5801.25.0010, 5801.25.0020, 5801.26.0010, 5801.26.0020, 5801.31.0000, 5801.33.0000, 5801.34.0000, 5801.35.0010, 5801.35.0020, 5801.36.0010 and 5801.36.0020.

<sup>3</sup> Category 224-O: all remaining HTS numbers in Category 224.

<sup>4</sup> Category 369-O: all HTS numbers except 4202.12.4000, 4202.12.8020, 4202.12.8060, 4202.92.1500, 4202.92.3015, 4202.92.6090 (Category 369-L) and 5601.21.0090.

<sup>5</sup> Category 670-O: all HTS numbers except 4202.12.8030, 4202.12.8070, 4202.92.3020, 4202.92.3030 and 4202.92.9025 (Category 670-L).

<sup>6</sup> Category 340-D: only HTS numbers 6205.20.2015, 6205.20.2020, 6205.20.2025 and 6205.20.2030.

<sup>7</sup> Category 640-D: only HTS numbers 6205.30.2010, 6205.30.2020, 6205.30.2030, 6205.30.2040, 6205.90.3030 and 6205.90.4030.

<sup>8</sup> Category 641-Y: only HTS numbers 6204.23.0050, 6204.29.2030, 6206.40.3010 and 6206.40.3025.

The Committee for the Implementation of Textile Agreements has determined that these actions fall within the foreign affairs exception to the rulemaking provisions of 5 U.S.C. 553(a)(1).

Sincerely,

William J. Dulka,

*Acting Chairman, Committee for the Implementation of Textile Agreements.*

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**DEPARTMENT OF DEFENSE**

**Department of the Air Force**

**Record of Decision (ROD) for the Disposal and Reuse of Portions of Grissom Air Force Base (AFB), IN**

On October 11, 1995, the Air Force signed the Record of Decision (ROD) for the Disposal and Reuse of portions of Grissom AFB. The decisions included in this ROD have been made in consideration of, but not limited to, the information contained in the Final Environmental Impact Statement (FEIS) for the Disposal and Reuse of Grissom AFB, filed with the Environmental Protection Agency on September 16, 1994.

Grissom AFB realigned on September 30, 1994, pursuant to the Defense Base Closure and Realignment Act of 1990 (DBCRA) (Public Law 101-510), and recommendations of the Defense Base Closure and Realignment Commission. Grissom AFB realigned with the Air Force Reserve 434th Refueling Wing and the U.S. Army Reserves. Approximately 51 percent of Grissom AFB is being retained within a military cantonment area known as the Grissom Air Reserve Base. This ROD documents the decisions made by the Air Force on the division of parcels, the method by which parcels are to be conveyed or transferred, and the mitigation measures to be adopted to dispose of the remaining 49 percent of the base.

The decision in this ROD is to dispose of the base consistent with the reuse plan to allow for a balance between: the development of commercial, retail and industrial sites for job creation; the development of institutional, medical and recreational areas; the development of multi-family housing; and the retention of certain open spaces.

Approximately 1,344 fee acres are surplus to the needs of the Federal Government. The base has been divided into twenty-seven (27) parcels of land to include roadway and utility easements.

One (1) parcel comprised of approximately 150 acres will be assigned to the U.S. Department of Justice for disposal as a public benefit conveyance to the State of Indiana for use as a prison. If this assignment is not consummated, the 150 acres will be combined with ten (1) parcels comprising approximately 766 acres planned for an Economic Development Conveyance to the Grissom Redevelopment Authority. One (1) parcel will be assigned to the U.S. Department of the Interior for disposal as a public benefit conveyance for recreational use. Three (3) parcels will

be assigned to the Department of Health and Human Services for disposal as a public benefit conveyance for public health purposes. Two (2) parcels will be offered for negotiated or public sale. Seven (7) parcels will be offered for public sale. The road network is an integral part of the all parcels and may be conveyed by negotiated sale. The utility systems, such as the electrical, natural gas and telephone systems are planned for either negotiated sales or public sales.

The implementation of the closure and reuse action and associated mitigation measures will proceed with minimal adverse impact to the environment. This action conforms with applicable Federal, State and local statutes and regulations, and all reasonable and practical efforts have been incorporated to minimize harm to the local public and the environment.

Any questions regarding this matter should be directed to Mr. John E.B. Smith or Ms. De Carlo Ciccel at (703) 696-5540. Correspondence should be sent to: AFBCA/SP, 1700 North Moore Street, Suite 2300, Arlington, VA 22209-2802.

Patsy J. Conner,

*Air Force Federal Register Liaison Officer.*

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## Department of the Army

### Availability of Draft Environmental Impact Statement (DEIS) for the Proposed Construction of a Rail Connector for Fort Campbell, KY

**AGENCY:** Department of the Army, DOD.

**ACTION:** Notice of availability.

**SUMMARY:** Fort Campbell, Kentucky, requires rail service to deploy rapidly throughout the world. The U.S. Army owns 17 miles of track from Fort Campbell to the town of Hopkinsville, KY, and approximately three miles of track in the town of Hopkinsville. Currently, a lengthy switching procedure is required to move a train, necessary during contingency operations and possible during major exercises, to or from Fort Campbell. Fort Campbell cannot rapidly deploy the 101st Airborne Division and other units with the existing switching restrictions in Hopkinsville.

The Army action analyzed in this Draft Environmental Impact Statement (DEIS) is the construction of a rail connector between the government-owned line and the CSX line in Christian County, Kentucky. The environmental and socioeconomic

impacts associated with alternative locations for this proposed rail connector are analyzed. Five alternative alignments, including the No-Action Alternative, have been evaluated:

The No-Action Alternative requires no change in the existing configuration or operation of the rail lines, or construction of any new ones. With the No-Action Alternative, trains from Fort Campbell would continue current operations, using the Hopkinsville Beltline and Interchange to switch five cars at a time to the CSX mainline.

The Hopkinsville Interchange Upgrade Alternative (Alternative 1) upgrades the existing connection between the government-owned rail line with the CSX mainline track via the Hopkinsville Beltline. This alignment involves construction of two relatively short rail connectors within the city limits of Hopkinsville and a 2.2 mile siding track parallel to the existing government line south of Hopkinsville.

The Hopkinsville Bypass North Alternative (Alternative 2N) connects the government line directly to the CSX mainline south of Hopkinsville and north of the Hopkinsville Bypass (KY 8546) with approximately 2.7 miles of new track. This alignment also includes the construction of a 2.2 mile siding parallel to the existing government line south of Hopkinsville.

The Hopkinsville Bypass South Alternative (Alternative 2S) connects the government line directly to the CSX mainline south of Hopkinsville and south of the Hopkinsville Bypass (KY 8546) with approximately 2.8 miles of new track. A 2.2 mile siding parallel to the existing government line south of Hopkinsville is also included in this alternative.

Alternative 3, the Masonville-Casky Alternative, connects the government line directly to the CSX mainline approximately six miles south of Hopkinsville with approximately 5.5 miles of track. A 2.2 mile siding for Alternative 3 is included in the alignment corridor. Short-term and long-term potentially significant adverse environmental consequences from all build alternatives evaluated in this document include impacts to cultural resources and water quality. Short-term potentially significant adverse impacts for Alternative 1 include increased traffic congestion and risk to public safety during construction. The No-Action Alternative will not meet mission requirements and will worsen existing traffic congestion and public safety risk in Hopkinsville. All build alternatives would alleviate these existing problems. Federal, State, and local officials; conservation groups; and

interested businesses, groups, and individuals are invited to comment on the DEIS. In order to be considered, comments should be received no later than 45 days from the date the Environmental Protection Agency publishes this Notice of Availability in the Federal Register. Copies of the DEIS may be reviewed at Hopkinsville Community College Library Hopkinsville, Kentucky, phone—(502) 886-3921 and Fort Campbell Library, Building 38, 25th Street, Fort Campbell, Kentucky, phone—(502) 431-4827. In addition, a copy of the DEIS may be obtained by contacting Mr. Keith Rogan at (502) 625-7012.

**ADDRESSES:** Written comments may be forwarded to Louisville Army Engineer District, ATTN: CEORL-DL-B (Keith Rogan), P.O. Box 59, Louisville, KY 40201-0059.

**FOR FURTHER INFORMATION CONTACT:** Questions regarding this proposal may be directed to Mr. Rogan at (502) 625-7012.

Dated: October 27, 1995.

Raymond J. Fatz,

*Acting Deputy Assistant Secretary of the Army (Environment, Safety and Occupational Health) OASA (IL&E).*

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## DEPARTMENT OF ENERGY

### Floodplain Statement of Findings for Remedial Action at the Uranium Mill Tailings Sites Located Near Maybell and Naturita, CO

**AGENCY:** U.S. Department of Energy.

**ACTION:** Notice of Floodplain Statement of Findings.

**SUMMARY:** This Floodplain Statement of Findings is prepared pursuant to Executive Order 11990 and 10 CFR Part 1022, Compliance with Floodplain/Wetlands Environmental Review Requirements. Under authority granted by the Uranium Mill Tailings Radiation Control Act (UMTRCA) of 1978, the Department of Energy (DOE) plans to clean up residual radioactive mill tailings and other contaminated materials at the former uranium mill tailings processing sites near Maybell and Naturita, Colorado. Contaminated material occurs in the 100-year floodplains of rivers and streams at and near these processing sites, and the 100-year floodplain of the San Miguel River at the Naturita site is contaminated. Remedial action activities to remove contaminated material would result in the temporary disturbance of the 100-