

established as the baseline for which adjustments to ARSs 2-5 were made.

The change is shown as item 4 on the table below:

	ARS 1 (\$M)	ARS 2 (\$M)	ARS 3 (\$M)	ARS 4 (\$M)	ARS 5 (\$M)
FEIS .....	285.3	307.1	465.3	686.4	535.6
Item 1 .....					-9.2
Item 2 .....	-33.7	-33.3	-33.7	-33.7	-33.3
Item 3 .....		5.1			
Item 4 .....		-12.9	-7.8	-75.6	-13.1
Revised .....	251.6	266.0	423.8	577.1	481.0

The overall effect of these changes is not significant. (Note: Two commentors suggested that the DON use a shorter life-cycle cost analysis than the 30-year analysis performed in the EIS. In response, the DON conducted a 25 year life-cycle analysis for each alternative. The change was not significant.)

**Outlying Fields**

One commentor suggested that further consideration should be given to the use of outlying fields in addition to or in lieu of NALF Fentress. There are no other outlying airfields within 50 miles of NAS Oceana that could accommodate F/A-18 operations. Chapter 2 of the FEIS discusses the operational and fiscal reasons for establishing a 50-mile limitation.

**Seatack Elementary School**

One commentor asked for clarification of the location of Seatack Elementary School relative to the new APZs. Under ARS 2, APZ-2 bisects Seatack Elementary school.

**Chesapeake Bay Water Quality**

EPA expressed concern about potential impacts to the Chesapeake Bay water quality from NO<sub>x</sub> emissions. As indicated in the FEIS, the NO<sub>x</sub> emissions from the proposed action conform to Virginia's State Implementation Plan. Calculations indicate the net increase in NO<sub>x</sub> emissions over the Chesapeake Bay watershed from implementing ARS 2 will be approximately 1 ton per day to the regional airshed. This amount is minor compared to the overall input to the bay from all existing terrestrial and atmospheric sources. Therefore, the affect of the projected increase in air traffic and the associated air emissions over the Chesapeake Bay will be minimal.

**State Historic Preservation Determination**

Under Section 106 of the National Historic Preservation Act, the Virginia State Historic Preservation Office and the South Carolina Department of Archives and History concurred with

the DON's determination that implementation of ARS 2 would have "no effect" on historic properties.

**Conclusions**

In deciding where to realign F/A-18 fleet and FRS aircraft from NAS Cecil Field, I considered the following: 1995 BRAC Commission recommendations concerning capacity and infrastructure; F/A-18 operational requirements; costs associated with construction of facilities, operation and maintenance of aircraft, and training of personnel; environmental impacts; and comments received during the DEIS and FEIS public review periods.

I have analyzed and carefully weighed all of these factors and have decided, on behalf of the DON, to direct realignment of two F/A-18 fleet squadrons (24 aircraft) to MCAS Beaufort, South Carolina, and nine F/A-18 fleet squadrons and the FRS (for a total of 156 aircraft) to NAS Oceana, Virginia. ARS 2, which stations most of the squadrons at NAS Oceana and collocates two Navy squadrons with their Marine Corps counterparts at MCAS Beaufort, offers operational benefits that are not realized under the other alternatives: it establishes air wing integrity at MCAS Beaufort for the joint Navy-Marine Corps squadrons that deploy together, while retaining air wing integrity for the squadrons located at NAS Oceana. It also reduces usage of the North Carolina training ranges, and environmental impacts are slightly less than in ARS 1. While costs are slightly greater than in ARS 1, ARS 2 is the least expensive dual-siting alternative, it fully uses excess capacity at MCAS Beaufort, and it takes full advantage of existing Marine Corps training and maintenance facilities.

Implementation of ARS 2 will result in significant land use and noise impacts on the local communities around MCAS Beaufort, NAS Oceana, and NALF Fentress. In addition to the specific mitigation measures identified in this Record of Decision, the DON will continue to review its operational procedures at NAS Oceana, NALF

Fentress, and MCAS Beaufort to determine if any additional mitigation is feasible and practicable.

Dated: May 18, 1998.

**Duncan Holaday,**

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

[FR Doc. 98-13637 Filed 5-20-98; 8:45 am]

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**DELAWARE RIVER BASIN COMMISSION**

**Notice of Commission Meeting and Public Hearing**

Visit DRBC's Web Site at <http://www.state.nj.us/drbc/drbc.htm>

Notice is hereby given that the Delaware River Basin Commission will hold a public hearing on Wednesday, May 27, 1998. The hearing will be part of the Commission's regular business meeting which is open to the public and scheduled to begin at 1:30 p.m. in the Stroud Water Research Center at 970 Spencer Road, Avondale, Pennsylvania.

An informal conference among the Commissioners and staff will be held at 10:00 a.m. at the same location and will include a presentation and discussion on implementation of the Christina Basin strategy; discussion of DRBC advisory committee functions and 1998 DRBC meeting schedule and locations.

In addition to the application listed below which is scheduled for public hearing, the Commission will also address the following: Minutes of the April 21, 1998 business meeting; announcements; General Counsel's report; report on Basin hydrologic conditions; status of compliance—Evansburg Water Company; and public dialogue.

The subject of the hearing will be as follows:

*Application for Approval of the Following Project Pursuant to Article 10.3, Article 11 and/or Section 3.8 of the Compact*

1. *Camden-Wyoming Sewer and Water Authority D-97-30 CP. An*

application for approval of a ground water withdrawal project to supply up to 21 million gallons (mg)/30 days of water to the applicant's distribution system from existing Well Nos. 2 and 4, and to limit the withdrawal from all wells to 21 mg/30 days. The project is located in Camden-Wyoming, Kent County, Delaware.

Documents relating to this item may be examined at the Commission's offices. A preliminary docket is available upon request. Please contact Thomas L. Brand at (609) 883-9500 ext. 221 concerning docket-related questions. Persons wishing to testify at this hearing are requested to register with the Secretary at (609) 883-9500 ext. 203 prior to the hearing.

Dated: May 12, 1998.

**Susan M. Weisman,**  
Secretary.

[FR Doc. 98-13572 Filed 5-20-98; 8:45 am]

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## DEPARTMENT OF ENERGY

### Notice of Floodplain and Wetlands Involvement of Bayou Choctaw Pipeline Extension to Placid Refinery, Iberville and West Baton Rouge Parishes, Louisiana

**AGENCY:** Department of Energy.

**ACTION:** Notice.

**SUMMARY:** The Department of Energy (DOE) hereby provides notice that the proposed construction of an approximately 16-mile crude oil pipeline segment to connect the existing DOE-owned Bayou Choctaw pipeline in Iberville Parish, Louisiana, to the Placid Oil Refinery in Port Allen, West Baton Rouge Parish, Louisiana, would occur in a 100-year floodplain and would involve wetlands. Pursuant to 10 CFR Part 1022, DOE will prepare a floodplain and wetlands assessment which will be incorporated in an environmental assessment (EA) being prepared in accordance with the National Environmental Policy Act (NEPA).

**DATES:** Written comments should be postmarked or transmitted electronically or by facsimile by June 5, 1998.

**ADDRESSES:** Written comments, questions about the proposed action, and requests to review the draft EA should be directed to Mr. Hal Delaplaine, Strategic Petroleum Reserve (FE-42), U.S. Department of Energy, 1000 Independence Avenue, SW, Washington, DC 20585, Telephone (202) 586-4730, Fax (202) 586-7919, E-mail = hal.delaplaine@hq.doe.gov.

**FOR FURTHER INFORMATION ON GENERAL DOE FLOODPLAIN AND WETLANDS ENVIRONMENTAL REVIEW REQUIREMENTS, CONTACT:** Carol M. Borgstrom, Director, Office of NEPA Policy and Assistance (EH-42), U.S. Department of Energy, 1000 Independence Avenue, SW, Washington, DC 20585, Telephone (202) 586-4600 or (800) 472-2756.

**SUPPLEMENTARY INFORMATION:** Under Executive Order 11988, Floodplain Management, and 10 CFR Part 1022, Compliance with Floodplain-Wetlands Environmental Review Requirements ([http://tis-nt.eh.doe.gov/nepa/tools/regulate/nepa\\_reg/1022/1022.htm](http://tis-nt.eh.doe.gov/nepa/tools/regulate/nepa_reg/1022/1022.htm)), notice is given that DOE is considering a request from Shell Pipe Line Corporation (Shell) to amend Shell's lease of DOE's Bayou Choctaw crude oil pipeline. Shell has asked for the change to enable it to construct its own 16-mile pipeline from a tie-in to the DOE pipeline at the Strategic Petroleum Reserve Bayou Choctaw Facility in Iberville Parish, Louisiana, to the Placid Oil Refinery near Port Allen, West Baton Rouge Parish, Louisiana. This project would not occur within the Coastal Zone of Louisiana but would be within a 100-year floodplain and would involve wetlands.

Before it approves Shell's request, DOE will prepare an EA of the construction and operation of the extended Bayou Choctaw pipeline to Placid Refinery pursuant to 10 CFR Part 1021, DOE NEPA Implementing Procedures ([http://tis-nt.eh.doe.gov/nepa/tools/regulate/nepa\\_reg/1021](http://tis-nt.eh.doe.gov/nepa/tools/regulate/nepa_reg/1021)

/[nepa1021.htm](http://nepa1021.htm)). Shell has also applied to the U.S. Army Corps of Engineers (USACE), New Orleans District, for a construction permit pursuant to Section 404 of the Clean Water Act. DOE is coordinating its NEPA compliance process with the USACE permit process (33 CFR Parts 320-330, [http://ceres.ca.gov/wetlands/permitting/404/corps\\_permit\\_regulations.html](http://ceres.ca.gov/wetlands/permitting/404/corps_permit_regulations.html)).

The 24-inch steel pipeline would be constructed in existing pipeline and utility corridors for all but about 2 miles of its length. As shown in the map below, about 7.7 miles of the proposed route is within the 100-year floodplain. The pipeline would cross sugarcane fields and about 8.5 miles of forested wetlands. About 86 acres of bottomland hardwoods would be impacted.

Push-site construction would be used in wetland areas. The pipeline would be directionally drilled under the Intracoastal Waterway and Interstate 10. Eight additional road crossings and two railroad crossings would be by slick bore or directional drill. Crossings of Bayou Bourbeaux and six drainage canals would be by open cut trench or directional drill.

In accordance with DOE regulations for compliance with floodplain and wetlands environmental review requirements (10 CFR Part 1022), DOE will prepare a floodplain and wetlands assessment for this proposed action. The assessment will be incorporated in the EA being prepared for the proposed project in accordance with NEPA. DOE expects to have a draft of the EA available for public review in June 1998. Copies may be requested by telephone, facsimile, or e-mail from the address given above. A floodplain statement of findings will be included in any finding of no significant impact that is issued following completion of the EA or may be issued separately.

Issued in Washington, DC, on May 1, 1998.

**Robert S. Keipowig,**

Acting, Assistant Secretary for Fossil Energy.

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