

Letter 06–03, as supplemented by the ACSA Implementation Message issued in 2008, which is attached as Annex 4 at the end of the guidance document.

Specifically, the guidance document provides new details with respect to the exemption of H&G vessels from the load line requirements, which is contained in the ACSA Implementation Message. Because H&G vessels engage in catching fish, they meet the definition of “fishing vessel” under the International Convention on Load Lines, 1966, and are not subject to international load line requirements. In accordance with 46 U.S.C. 5108(a)(1), a vessel entitled to an exemption under an international agreement may also be granted an exemption under U.S. law. Therefore, a District Commander may exempt an owner’s H&G vessel from domestic voyage load line requirements, pursuant to 46 CFR 42.03–30, upon verification by the Officer in Charge, Marine Inspection that the vessel is fully enrolled and in compliance with the elements of the ACSA program. This exemption may be granted at the same time the vessel is granted an exemption from classification requirements, pursuant to 46 CFR 28.60, and noted in the same exemption letter in lieu of a separate load line exemption certificate.

Dated: March 18, 2009.

Rear Admiral James A. Watson,
Director of Prevention Policy.

[FR Doc. E9–6422 Filed 3–23–09; 8:45 am]

BILLING CODE 4910–15–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG–2009–0178]

National Offshore Safety Advisory Committee; Meeting

AGENCY: Coast Guard, DHS.

ACTION: Notice of meeting.

SUMMARY: The National Offshore Safety Advisory Committee (NOSAC) will meet, in Corpus Christi, TX, to discuss various issues relating to offshore safety and security. The meeting will be open to the public.

DATES: NOSAC will meet on Thursday, April 23, 2009, from 9 a.m. to 3 p.m. This meeting may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before April 9, 2009. Requests to have a copy of your material distributed to each member of the committee should

reach the Coast Guard on or before April 9, 2009.

ADDRESSES: NOSAC will meet in the “Corpus A” room of the Omni Corpus Christi Hotel, 900 North Shoreline Blvd., Corpus Christi, Texas. Send written material and requests to make oral presentations to Commander P. W. Clark, Designated Federal Officer (DFO), Commandant (CG–5222), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593–0001. This notice is available on our Online docket, USCG–2009–0178, at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Commander P. W. Clark, Designated Federal Officer of NOSAC, or Mr. Jim Magill, Assistant Designated Federal Officer, telephone 202–372–1414, fax 202–372–1926.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. (Pub. L. 92–463).

Agenda of Meeting

The agenda for the April 23, 2009, committee meeting includes the following:

- (1) Report on issues concerning the International Maritime Organization (IMO) and the International Organization for Standardization.
- (2) Revision of 46 CFR, Subchapter V, Subpart B—Commercial Diving Operations.
- (3) MARPOL Annex II Implementation and IMO Resolution A.673 for Offshore Supply Vessels (OSVs).
- (4) Employment of Foreign Workers on the OCS.
- (5) Evacuation of Injured Workers from Remote Drilling and Production Facilities.
- (6) Transportation Worker Identification Credential (TWIC) impact on offshore facilities.
- (7) Industry information on current costs and operations on OCS activities.

Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. At the Chair’s discretion, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Designated Federal Officer no later than April 9, 2009. Written material for distribution at the meeting should reach the Coast Guard no later than April 9, 2009. If you would like a copy of your material distributed to each member of the committee in advance of the meeting,

please submit 25 copies to the Designated Federal Officer no later than April 9, 2009.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the DFO as soon as possible.

Dated: March 16, 2009.

J.G. Lantz,

Director of Commercial Regulations and Standards.

[FR Doc. E9–6418 Filed 3–23–09; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[AA–8103–5 AK–964–1410–KC–P]

Alaska Native Claims Selection

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of decision approving lands for conveyance.

SUMMARY: As required by 43 CFR 2650.7(d), notice is hereby given that an appealable decision approving the surface and subsurface estates in certain lands for conveyance pursuant to the Alaska Native Claims Settlement Act will be issued to Doyon, Limited. The lands are in the vicinity of Anvik, Alaska, and are located in:

Seward Meridian, Alaska

- T. 31 N., R. 57 W.,
Sec. 19.
Containing 440.18 acres.
T. 28 N., R. 58 W.,
Secs. 5, 8, and 17;
Secs. 20 and 29;
Secs. 30, 31, and 32.
Containing 4,207.24 acres.
Aggregating 4,647.42 acres.

Notice of the decision will also be published four times in the Fairbanks Daily News-Miner.

DATES: The time limits for filing an appeal are:

1. Any party claiming a property interest which is adversely affected by the decision shall have until April 23, 2009 to file an appeal.

2. Parties receiving service of the decision by certified mail shall have 30 days from the date of receipt to file an appeal.

Parties who do not file an appeal in accordance with the requirements of 43 CFR Part 4, Subpart E, shall be deemed to have waived their rights.

ADDRESSES: A copy of the decision may be obtained from: Bureau of Land Management, Alaska State Office, 222 West Seventh Avenue, #13, Anchorage, Alaska 99513-7504.

FOR FURTHER INFORMATION CONTACT: The Bureau of Land Management by phone at 907-271-5960, or by e-mail at ak.blm.conveyance@ak.blm.gov. Persons who use a telecommunication device (TTD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8330, 24 hours a day, seven days a week, to contact the Bureau of Land Management.

Robert L. Lloyd,
Chief, Land Transfer Adjudication I.
[FR Doc. E9-6384 Filed 3-23-09; 8:45 am]
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DEPARTMENT OF THE INTERIOR

National Park Service

Final Environmental Impact Statement; Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan Golden Gate National Recreation Area, Marin County, California; Notice of Availability

SUMMARY: Pursuant to § 102(2)(C) of the National Environmental Policy Act of 1969 (Pub. L. 91-190, 42 U.S.C. 4321-4347, January 1, 1970, as amended), and the Council on Environmental Quality Regulations (40 CFR parts 1500-1508), the National Park Service, Department of the Interior, has prepared a Final Environmental Impact Statement for the Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan. The proposed project would provide greater access to and within the Marin Headlands and Fort Baker areas of Golden Gate National Recreation Area (GGNRA) for a variety of users in a way that minimizes impacts to the rich natural diversity and cultural resources within all the areas of potential effect. Roadway infrastructure would be rehabilitated or reconstructed with non-character altering roadway widening, and parking facilities would be improved. Additional transit options would be provided to and within the Marin Headlands and Fort Baker to improve access to visitor sites. Pedestrian and bicycle facilities would be improved through closure and rerouting of existing trails and construction of new trails.

A successful project would meet the following goals: (1) Promote public transit, pedestrian, and bicycle travel to and within GGNRA to improve visitor experience and enhance environmental

quality; (2) Rehabilitate the Marin Headlands/Fort Baker transportation road and trail infrastructure in a manner that protects resources and improves safety and circulation; (3) Reduce traffic congestion at key park locations and connecting roads.

Range of Alternatives Considered: The Final Environmental Impact Statement (FEIS) describes and analyzes four alternatives. *Alternative 1*, the No Action Alternative, would provide no change from the existing management direction; it serves as an environmental baseline from which potential effects of the three "action" alternatives may be compared. *Alternative 2* would provide basic multi-modal access. Roadway infrastructure would be rehabilitated within the existing roadway width; parking facilities would be improved; transit service to the Marin Headlands would be expanded on weekends; and minor pedestrian and bicycle facility enhancements would be implemented to improve access to these GGNRA areas. *Alternative 4* would provide maximum multi-modal access. Roadway infrastructure would be reconstructed throughout the study area, and parking facilities would be improved. Transit options would be similar to those provided in the *Alternative 3* (agency-preferred), with the addition of connections to regional transit centers outside of GGNRA. Extensive pedestrian and bicycle facility enhancements would be implemented, including closure and rerouting of existing trails, construction of new trails, and road widening to allow for bicycle lane construction on nearly all major roads.

Alternative 3 (agency-preferred) would provide enhanced multi-modal access. Roadway infrastructure would be rehabilitated or reconstructed with non-character altering roadway widening, and parking facilities would be improved. Additional transit options would be provided to and within the Marin Headlands and Fort Baker (MH/FB) to improve access. Pedestrian and bicycle facilities would be improved through closure and rerouting of existing trails and construction of new trails. Key project elements include:

- **Roadways and Vehicular Circulation:** At selected sites within the area of potential effect, roads and intersections will be modified to improve safety and operations. Modifications include widening the road widths from two to four feet to allow for the provision of Class 2 bicycle lanes or improved safety on Class 3 bike routes, and reconstructing intersections from a "Y" to a "T" configuration. In addition the park would implement a wayfinding program

and intelligent transportation system (ITS) technologies to improve visitor information and reduce traffic congestion at key locations.

- **Parking Management and Fees:** In many MH/FB locations parking areas would be reconfigured, delineated, and formalized, in order to improve parking operations, reduce congestion, better match parking supply with demand, and reduce natural resource impacts. A parking fee program would be implemented to provide enhanced transit service operations.

- **Bicycle and Pedestrian Improvements:** Class 1 bicycle path and Class 2 bicycle lanes would be added in several locations, and extensive improvements to pedestrian trails would be implemented. A new bicycle/pedestrian trail would be constructed to provide a separate facility connecting Fort Baker to the bike lanes at Barry-Baker tunnel and the Marin Headlands. Rodeo Valley Trail would be widened with a hardened surface between Capehart Housing and Bunker Road at Rodeo Lagoon to provide a Class 1 bicycle path and hiking trail. The Coastal Trail would be rerouted from its current interior Rodeo Valley alignment to a more coastal alignment with spectacular views.

- **Transit Services:** Existing transit services in the MH/FB area would be expanded to improve access to and within these areas. The goal of improved transit service would be to provide transit access seven days a week by expanding MUNI and Golden Gate Transit service on existing routes, and by implementing additional park shuttle service.

- **Car-Free Days and Special Events:** A car-free days program would be implemented on selected days on a trial basis—upon review of the program, the NPS may adjust the number of car-free days or the implementation times and operations. This program would allow visitors to experience the area with minimal vehicular traffic and would encourage visitors to use alternative modes of transportation to access and travel within GGNRA.

- **Natural Resource Protection:** Improvements designed to protect natural resources include: restoring the wetland community at the unpaved parking lot at Rodeo Beach; repair and restore gullies that have formed due to past poor drainage along Conzelman roadway; and remove fill and restore wetlands along Rodeo Lagoon/Lake along selected portions of Smith and Bunker Roads.

Changes Between Draft EIS and Final EIS: Several changes were made to the analysis following release of the Draft