

additional terms and conditions of Federal helium sales that necessitate new information collection activities:

- Parties to a helium storage contract with the BLM must disclose on a strictly confidential basis:

(1) The volumes and associated prices in dollars per thousand cubic feet (Mcf) in purchase and sales transactions made pursuant to any agreement entered into or renegotiated agreement during the preceding 1-year period in the United States involving at least 15 million standard cubic feet of crude or pure helium;

(2) Refinery operational capacity, future operational capacity, and excess refining capacity in Mcf; and

• Refiners of crude helium that enter into “tolling agreements” must submit a Tolling Occurrence Report to the BLM whenever they enter into such tolling agreements. (“Tolling agreements” refers to the helium industry’s practice of processing or refining another party’s helium at an agreed upon price. While refiners can purchase, access, and refine their own helium, non-refiners rely upon the refiners to process and refine the helium that they have purchased—this process is called tolling.)

*Frequency of Collection:* Quarterly for the Refined Helium Deliveries Detail; annually for the Calculation of Excess Refining Capacity and Refiners’ Annual Tolling Report; and “on occasion” for the Refiners’ Tolling Occurrence Report.

*Forms:*

- Refined Helium Deliveries Detail;
- Calculation of Excess Refining Capacity;
- Refiners’ Annual Tolling Report; and
- Refiners’ Tolling Occurrence Report.

*Description of Respondents:*

Suppliers, purchasers, and refiners of Federal helium.

*Estimated Annual Responses:* 60.

*Estimated Annual Burden Hours:* 240.

*Estimated Annual Non-Hour Costs:* None.

The estimated annual burdens of these revised and new collection activities are itemized in the following table:

A. Type of response	B. Frequency	C. Number of respondents	D. Number of responses	E. Hours per response	F. Total hours (Column D x Column E)
Refined Helium Deliveries Detail .....	Quarterly .....	10	40	4	160
Calculation of Excess Refining Capacity.	Annually .....	4	4	4	16
Refiners’ Annual Tolling Report .....	Annually .....	4	4	4	16
Refiners’ Tolling Occurrence Report	On occasion .....	4	12	4	48
Totals .....	.....	22	60	.....	240

Jean Sonneman,

Bureau of Land Management, Information Collection Clearance Officer.

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**DEPARTMENT OF THE INTERIOR**

**National Park Service**

[NPS-PWRO-KALA-18981; PPPWKALA00; PPMSPD1Z.YM0000]

**Request for Nominations for the Kalaupapa National Historical Park Advisory Commission**

**AGENCY:** National Park Service, Interior.

**ACTION:** Request for nominations.

**SUMMARY:** The National Park Service, (NPS) U.S. Department of the Interior, proposes to appoint new members to the Kalaupapa National Historical Park Advisory Commission (Commission). The NPS is requesting nominations for qualified persons to serve as members of the Commission.

**DATES:** Written nominations must be received by November 9, 2015.

**ADDRESSES:** Nominations should be sent to Erika Stein Espaniola, Superintendent and Designated Federal Official, Kalaupapa National Historical Park, P.O. Box 2222, Kalaupapa, Hawaii 96742, telephone (808) 567-6802, ext. 1100.

**FOR FURTHER INFORMATION CONTACT:**

Erika Stein Espaniola, Superintendent and Designated Federal Official, Kalaupapa National Historical Park, P.O. Box 2222, Kalaupapa, Hawaii 96742, telephone (808) 567-6802, ext. 1100.

**SUPPLEMENTARY INFORMATION:** The Commission was established by Section 108 of Public Law 96-565 (16 U.S.C. 410jj-7), December 22, 1980, as amended. The Commission’s current termination date is December 22, 2025. In accordance with the statute, the Secretary of the Interior consults with and seeks advice of the Commission with respect to the development and operation of the Kalaupapa National Historical Park (Park) including training programs. In addition, the Commission advises the Secretary concerning public visitation to the Park, such advice with respect to numbers of visitors will be binding upon the Secretary if the Commission certifies to him or her that such advice is based on a referendum, held under the auspices of the Commission, of all patients on the official Kalaupapa Registry.

The Commission consists of eleven members, appointed by the Secretary as follows:

(1) Seven members who shall be present or former patients elected by the patient community; and

(2) Four members appointed from recommendations submitted by the Governor of Hawaii, at least one of whom shall be a Native Hawaiian.

The Secretary designates one member of the Commission to serve as Chairman. Members are appointed to five-year terms. Vacancies on the Commission will be filled in the same manner in which the original appointment was made.

We are currently seeking members in both categories.

Nominations should be typed and should include a resume providing an adequate description of the nominee’s qualifications, including information that would enable the Department of the Interior to make an informed decision regarding meeting the membership requirements of the Commission and permit the Department of the Interior to contact a potential member.

Members of the Commission serve without compensation. However, while away from their homes or regular places of business in the performance of services for the Commission as approved by the Designated Federal Officer, members may be allowed travel expenses, including per diem in lieu of subsistence, in the same manner as persons employed intermittently in Government service are allowed such expenses under Section 5703 of Title 5 of the United States Code.

Individuals who are Federally registered lobbyists are ineligible to serve on all FACA and non-FACA boards, committees, or councils in an individual capacity. The term “individual capacity” refers to individuals who are appointed to exercise their own individual best judgment on behalf of the government, such as when they are designated Special Government Employees, rather than being appointed to represent a particular interest.

All nominations must be compiled and submitted in one complete package. Incomplete submissions (missing one or more of the items described above) will not be considered.

Dated: September 22, 2015.

**Alma Ripps,**

Chief, Office of Policy.

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## DEPARTMENT OF THE INTERIOR

### National Park Service

[NPS-PWR-PWRO-18475;  
PX.P0127341D.00.4]

#### **Draft Environmental Impact Statement, Scorpion Pier Replacement, Santa Cruz Island, Channel Islands National Park, Ventura and Santa Barbara Counties, California**

**AGENCY:** National Park Service, Interior.

**ACTION:** Notice of availability.

**SUMMARY:** The National Park Service announces the availability of a Draft Environmental Impact Statement (EIS) for the Scorpion Pier Replacement on Santa Cruz Island, Channel Islands National Park. The Draft EIS analyzes the potential consequences of three alternatives: The *No Action Alternative*; *Alternative 1*, which would replace the existing pier in the same location and make road improvements; and *Alternative 2*, which would construct the new replacement pier south of the existing location and make minor road improvements. The Draft EIS also proposes mitigation measures to minimize the adverse impacts from pier construction or utilization. Road improvements would be more extensive under *Alternative 1*.

**DATES:** All comments on the Draft EIS must be postmarked or transmitted not later than 60 days after the date the Environmental Protection Agency publishes notice of filing and release of the EIS in the **Federal Register**. The National Park Service will hold one public meeting during the comment

period—the date, time, and location of the meeting will be announced on <http://parkplanning.nps.gov/chis>, via local and regional press media, and will also be available by contacting Channel Islands National Park.

**ADDRESSES:** Regularly updated project information will be available for public review and comment online through the NPS Planning, Environment & Public Comment Web site at <http://parkplanning.nps.gov.chis>, and in the office of the Superintendent, Channel Islands National Park, 1901 Spinnaker Dr., Ventura, CA 93001. You may submit comments by one of two methods: Mail or hand-deliver comments to Channel Islands National Park, Attn: DEIS—Scorpion Pier Replacement (address above), or you may transmit comments electronically via the Web site noted above. Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**FOR FURTHER INFORMATION CONTACT:** Mr. Russell Galipeau, Superintendent, Channel Islands National Park, 1901 Spinnaker Dr., Ventura, CA 93001; [russell\\_galipeau@nps.gov](mailto:russell_galipeau@nps.gov); (805) 658-5702.

**SUPPLEMENTARY INFORMATION:** Channel Islands National Park includes five remote islands spanning 2,228 square miles of land and sea. Santa Cruz Island, Scorpion Anchorage, is the most visited destination within the Park. The existing pier needs to be replaced in order to improve safety and accessibility, allowing all visitors to move safely from vessels to the pier, and providing easy access to the adjacent shoreline, the historic Scorpion Ranch and visitor center, restrooms, orientation displays, campground, and hiking trails.

The need for the Project is driven by the following factors: (1) Scorpion Pier should provide safe access to Santa Cruz Island. The existing pier is deteriorating and does not meet NPS requirements for administrative use or safe visitor access. The access road to the current location also requires frequent rebuilding. The current height of the pier cannot sufficiently accommodate high and low tides; as such, vessel operators have difficulty docking without compromising risk to individuals,

vessels, and the pier itself. The embarkation process requires passengers to climb—one person at a time, often while carrying a backpack—a single ladder that is not compliant with standards for accessibility.

(2) Scorpion Pier should facilitate efficient access to Santa Cruz Island that accommodates visitor demand. The existing pier and access road significantly weaken the efficiency of NPS operations. The one-person ladder needed for embarkation, for example, lengthens the entire boarding process and increases visitor exposure to adverse weather conditions. The narrow width of the pier also causes delays because it cannot simultaneously accommodate visitors and large cargo (*i.e.*, maintenance vehicles); as such, passenger embarkation must occur separately from many maintenance activities. Additionally, the lack of adequate armoring in the area increases the need for regular and expensive repairs to the eroding access road. Improvement of the pier and access road is necessary to meet current and future visitor demands.

(3) Scorpion Pier and the access roadway should be operated in a manner that protects sensitive resources. The access road is extremely susceptible to harsh weather conditions, and is often washed out by Scorpion Creek when it floods. Maintenance of the existing pier access road currently requires repairing and re-grading several times per year due to wave and storm erosion. As a result of these ground-disturbing activities, sensitive archaeological resources may be threatened. Ongoing re-construction can also impact the environment through air emissions, erosion, and possible pollutants to waterways and sensitive habitats.

(4) Scorpion Pier should provide access to Santa Cruz Island in consideration of predicted sea level rise. The predicted rise in sea level must be considered in the new pier design. Current predictions range from 0.33 foot to 1.1 foot by the year 2050, and 0.74 foot to 3.2 feet by 2100. Anticipated sea level rise has implications for the new pier design, as well as for the dynamics of Scorpion Creek during large storm events.

Accordingly, the range of alternatives which have been developed will fulfill the following key project objectives:

- Improve visitor experience.
- Improve the pier while protecting marine and terrestrial environments and archeological resources.
- Improve access for NPS and concessioner boats.