

SUMMARY: The Coast Guard announces the establishment of a task group formed by the Chief, Office of Marine Safety, Security and Environmental Protection, to assess how to improve safety and pollution prevention through improvements in areas where people are the major factor in accidents. The task group's purpose will be to develop a long-term strategy for the Coast Guard "Prevention Through People" program which stresses solutions outside the regulatory process.

ADDRESSES: Comments may be mailed to CDR Craig Bone, Commandant (G-MS), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be made by telephone at (202) 267-6827, or by fax at (202) 267-4547.

FOR FURTHER INFORMATION CONTACT: CDR Craig Bone, Commandant (G-MS), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-6827.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard invites suggestions and recommendations giving insight on where processes or people-issues have a potential for improved safety or efficiencies, either because of changes by the Coast Guard or by industry. Interested persons submitting comments should submit them to the Coast Guard where indicated under **ADDRESSES**.

Background and Purpose

The analyses of marine casualties which have occurred over the past 30 years have prompted the safety regime of the international maritime community to evolve from one based primarily upon technical requirements, to one which recognizes the importance of the human element in the system. This analyses indicates that 65 to 80 percent of casualties are caused by people. The maritime safety and pollution prevention programs have spent the majority of available resources addressing design requirements and technical "fixes" to eliminate the "human element" or to provide redundancy and alarms which can actually result in the need for increased technical skills of the operating personnel. These initiatives have been mostly successful but, human factors and people issues still dominate casualty cases. Consequently, it is necessary to better address the root causes of safety and pollution problems and to address them properly with adequate resources.

Historically, the international maritime community has approached

maritime safety from a predominantly technical perspective. The conventional wisdom was to apply engineering and technological solutions to promote safety and minimize the consequences of marine casualties. Accordingly, international standards have addressed equipment requirements such as the type and amount of lifesaving and firefighting apparatus required on board. Design requirements such as protectively located segregated ballast tanks, double hulls, and improved steering gear standards have been adopted to make the operation of tankers safer and to minimize the extent of pollution in the event of a casualty. Innovations in structural fire protection engineering have significantly improved the fire safety of today's modern cruise vessels. State-of-the-art electronics have had a profound effect on the accuracy of navigation. Finally, advances in materials and computer assisted construction techniques have improved quality and reliability throughout the industry.

Despite these engineering and technological innovations, significant marine casualties continue to occur. To further reduce casualties, the role of "human error" in the maritime safety equation has been evaluated. The term "human error" may be broadly defined as the acts or omissions of personnel which adversely affect the proper functioning of a particular system, or the successful performance of a particular task. As indicated, recent studies have suggested that in excess of 80 percent of all high-consequence marine casualties may be directly or indirectly attributable to "human error." The term "human factors" may be defined as the study and analysis of the design of the equipment, and the interaction of the equipment and the human operator, and most importantly, the procedures the crew and management follow. The purpose of studying human factors is to identify how the crew, the owner, operator, the classification societies, and the regulatory bodies can each work to sever the chain of errors which are associated with every marine casualty.

Consequently, the international maritime community has started to emphasize participatory shipboard management. As noted by the International Chamber of Shipping and the International Shipping Federation,

[T]he task facing all shipping companies is to minimize the scope for human decisions to contribute, directly or indirectly, to a casualty or pollution incident. Decisions made ashore can be as important as those made at sea, and there is a need to ensure that every action affecting safety or the

prevention of pollution, taken at any level within the company, is based upon sound understanding of its consequences.

There is a clear need to critically address people-issues. The issues must be addressed, not only from the traditional man and machine interface and ergonomics aspects, but must also include an assessment of entire processes including navigating the vessel, cargo loading and unloading, and responding to emergencies.

The Coast Guard study team will consult with industry, including vessel operators and crew as well as cargo transfer operators, to obtain insight on where processes or people-issues have a potential for improved safety or efficiencies, either because of changes by the Coast Guard or by industry. Small study groups may be formed, if appropriate, and public meetings may be held to get input from a broad interest base. If the Coast Guard decides to hold a public meeting, the date and time will be announced by a later notice in the **Federal Register**.

Dated: January 5, 1995.

J.C. Card,

Rear Admiral, U.S. Coast Guard Chief, Office of Marine Safety, Security and Environmental Protection.

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Federal Aviation Administration

[Summary Notice No. PE-95-2]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before February 2, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on January 5, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 27720

Petitioner: Aircraft Associates, Inc.
Sections of the FAR Affected: 14 CFR 45.25

Description of Relief Sought: To allow Aircraft Associates, Inc., to operate its Piper PA-31-350 Chieftain, registration number N100EM, for a period not to exceed 36 months, with the registration numbers positioned over the wing on each side of the fuselage and on the top of the right wing and bottom of the left wing, until the aircraft is repainted.

Docket No.: 27808

Petitioner: Nikolaus Steigler, Inc.
Sections of the FAR Affected: 14 CFR 135.13(a)(1)

Description of Relief Sought: To allow Nikolaus Steigler, Inc., to be eligible for a Commercial Operator certificate under part 135 of the FAR without meeting citizenship requirements.

Docket No.: 27929

Petitioner: Airline Training Center Arizona, Inc.
Sections of the FAR Affected: 14 CFR 61.93(c)(1) (i), (ii), and 2(iii)

Description of Relief Sought: To permit Airline Training Center Arizona, Inc., student pilots to operate aircraft for practice solo airwork within 50

nautical miles of Phoenix Goodyear Airport prior to receiving instruction required by the above mentioned sections of the FAR. This exemption is requested due to airspace restrictions surrounding Phoenix Goodyear Airport.

Docket No.: 27931

Petitioner: Mr. Edward Thornton
Sections of the FAR Affected: 14 CFR 61.27

Description of Relief Sought: To permit the reissuance of Edward R. Thornton's pilot certificate at the grade of commercial pilot on the basis of oral tests and flight checks without written testing. Reissuance is necessary because Mr. Thornton erroneously surrendered his ATP certificate for cancellation instead of requesting issuance of a certificate of a lower grade.

Docket No.: 27966

Petitioner: Reeve Aleutian Airways, Inc.
Sections of the FAR Affected: 14 CFR 121.356(a)

Description of Relief Sought: To permit Reeve Aleutian Airways, Inc., to operate its Lockheed L-188 aircraft without TCAS-II installed within Alaska and foreign Airspace (as approved by foreign civil aviation authorities).

Docket No.: 27992

Petitioner: Learjet, Inc.
Sections of the FAR Affected: 14 CFR 25.832

Description of Relief Sought: To allow Learjet, Inc., to type certificate the Model 45 aircraft without incurring the performance and cost penalties that would be inherent in the installation of ozone converting equipment carried to comply with the cabin ozone concentration limits of § 25.832. This request, if granted, would permit the petitioner a permanent exemption applicable to the Model 45 aircraft from the requirements of § 25.832, as amended by Amendment 25.56.

Dispositions of Petitions

Docket No.: 008SW

Petitioner: Bell Helicopter Textron, Inc.
Sections of the FAR Affected: 14 CFR 29.1303(g)(1)

Description of Relief Sought/

Disposition: To allow use of a stand-by attitude indicator that is usable through pitch attitudes of + or - 60 degrees for the Bell Helicopter Textron, Inc., Model 412 series transport category helicopter.
Grant, November 14, 1994, Exemption No. 5985

Docket No.: 26149

Petitioner: Boeing Commercial Airplane Group

Sections of the FAR Affected: 14 CFR 21.197

Description of Relief Sought/

Disposition: To extend Exemption No. 5600, which allows Boeing to conduct training of its pilot flight crew personnel while operating under special flight permits issued for the purpose of production flight testing.
Grant, December 6, 1994, Exemption No. 5600A

Docket No.: 27435

Petitioner: Air France
Sections of the FAR Affected: 14 CFR 129.18

Description of Relief Sought/

Disposition: To extend Exemption No. 5799, as amended, which permits Air France to operate Concorde Aircraft that are not equipped with an approved traffic alert and collision avoidance system (TCAS II).
Partial Grant, December 15, 1994, Exemption No. 5799B

Docket No.: 27482

Petitioner: Airflite, Inc.
Sections of the FAR Affected: 14 CFR 61.57(d)

Description of Relief Sought/

Disposition: To permit pilots employed by Airflite who hold an Airline Transport Pilot (ATP) certificate, to act as pilot in command (PIC) of aircraft carrying passengers at night without having made at least three takeoffs and landings to a full stop, at night, during the preceding 90 days in the category and class of aircraft in which the pilot is to act as PIC.

Denial, October 11, 1994, Exemption No. 5976

Docket No.: 27918

Petitioner: Alaska Helicopters, Inc.
Sections of the FAR Affected: 14 CFR 133.19(a) and 133.51

Description of Relief Sought/

Disposition: To permit Alaska Helicopters, Inc., to perform external-load operations in Canadian-registered rotorcraft.

Grant, December 13, 1994, Exemption No. 5998

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[Summary Notice No. PE-95-3]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.