

WISCONSIN, AND CHICAGO,
ILLINOIS, TO ST. JOSEPH, MICHIGAN

I. General

1. A barge operating under the following restrictions and complying with the following conditions is exempt, under 46 CFR 45.15(a), from 46 CFR part 45, Great Lakes Load Lines.

2. This exemption supersedes the exemption announced in the notice published in the **Federal Register** on September 21, 1992, (57 FR 43479).

3. An approval for operation on either route described in paragraph II.2. results in an approval for operation on both routes. A load line certificate under paragraph II for operation on either route may be amended, upon written request to ABS Americans, to include operation on both routes.

II. Operating Restrictions

Each barge must have a Limited Service Domestic Voyage Load Line Certificate under 46 CFR part 44. The following restrictions apply and must appear on the certificate:

1. The certificate is valid only for unmanned, river-service, dry-cargo barges.

2. Barge operation is limited to voyages between Calumet Harbor, Chicago, Illinois, and Milwaukee, Wisconsin, and between Calumet Harbor and Benton Harbor, St. Joseph, Michigan. Barges may make stops at intermediate ports along a route; however, they may not carry cargo directly from a Lake Michigan port on one route to a Lake Michigan port on the other route without first entering the river system at Calumet Harbor.

3. Hazardous materials, as defined in 46 CFR part 148 and 49 CFR chapter 1, subchapter C, may not be carried as cargo. Cargo is limited to dry commodities, such as steel products, heavy machinery, dry bulk fertilizer, grain, bulk cement, scrap materials, and forest products.

4. The towing vessel must have adequate horsepower to handle the size of the tow, with a minimum of 1,000 horsepower. The tow is limited to a maximum of three barges, with the lead barge having a raked bow.

5. Before beginning each voyage, the towing vessel operator shall ensure that each barge of the tow meets the following requirements:

(a) Deck and side shell plating is free of visible holes, fractures, or serious indentations, as well as damage that would be considered in excess of normal wear.

(b) The cargo box side and end coamings are watertight.

(c) All manholes are covered and secured watertight.

6. The towing vessel operator shall maintain radio contact with the local weather radio network.

7. Before getting underway, the towing vessel operator shall determine the weather expected along the proposed route. If the following wind speed and wave height limits are expected to be exceeded at any time during the course of the planned voyage on Lake Michigan, the towing vessel may not leave harbor:

(a) When operating between Chicago and Milwaukee.

Wind direction	Continuous velocity (knots)	Wave height
SE, E, NE ..	15	4 feet (1.2 m).
N, S, W, NW, SW.	20	4 feet (1.2 m).

(b) When operating between Chicago and St. Joseph.

Wind direction	Continuous velocity (knots)	Wave height
N, W, NW, SW.	15	4 feet (1.2 m).
E, S, NE, SE.	20	4 feet (1.2 m).

While underway, if the wind speed and wave height exceed the limits above, the towing vessel must proceed immediately to the nearest harbor of safe refuge.

8. The distance from shore during the course of a voyage may not exceed 5 nautical miles.

9. Towing is permitted only if ice conditions are such that operation of the vessel is not imperiled.

10. Precautions must be taken to prevent shifting of cargo.

11. The operational requirements in paragraph II are in addition to other applicable requirements for operation on the Great Lakes.

III. Barge Conditions

A barge that meets the following requirements is eligible for a Limited Service Domestic Voyage Load Line Certificate. ABS Americas is authorized to issue these certificates on behalf of the Coast Guard.

In determining a barge's suitability for assignment of a limited service load line, the following variances apply:

1. The barge length to depth ratio must not exceed 22.

2. The barge must be built and maintained to the minimum scantlings of the American Bureau of Shipping (ABS) River Rules in effect at the time

of construction. ABS must be provided with evidence demonstrating compliance with the ABS River Rules.

3. The freeboard assigned to the barge must be at least 24 inches (610 millimeters). For an open-hopper barge, the operating freeboard combined with the height of the cargo box coamings must be at least 54 inches (1372 millimeters).

4. An initial load line survey under 46 CFR 42.09-25 and subsequent annual surveys under 46 CFR 42.09-40 are required to determine compliance with the requirements of this notice, the condition of all watertight openings and closures, and the structural integrity of the barge.

5. At the request of the owner, a light-vessel structural survey may be conducted with the barge remaining in the water, rather than drydocked or hauled out as required by 46 CFR 42.09-25(a), if the barge is less than 10 years old and the following are met:

(a) The draft during the survey does not exceed 15 inches (380 millimeters).

(b) The barge is empty and thoroughly cleaned of all debris, excessive rust, scale, mud, and liquids.

(c) Gaugings are taken to the extent necessary to verify that the scantlings are in accordance with approved drawings.

(d) The bottom and side shell plating below the light waterline are closely examined internally. If the surveyor determines that sufficient cause exists, the surveyor may require that the barge be drydocked or hauled out and further external examination conducted.

6. When the barge reaches 10 years of age or upon the expiration of the Limited Service Domestic Voyage Load Line Certificate, whichever occurs first, the barge must be drydocked or hauled out and examined externally.

Dated: March 24, 1995.

J.C. Card,

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

[FR Doc. 95-7861 Filed 3-30-95; 8:45 am]

BILLING CODE 4910-14-P

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ended March 24, 1995

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et seq.). The due date for

Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: 50223

Date filed: March 20, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 17, 1995

Description: Application of

Independence Air, Inc., pursuant to 49 U.S.C. Section 41102, and Subpart Q of the Regulations, applies for a Certificate of Public Convenience and Necessity authorizing Interstate Scheduled Air Transportation of persons, property, and mail.

Docket Number: 50228

Date filed: March 22, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 19, 1995

Description: Application of Omni Air Express, Inc., applies, pursuant to Sections 41101 and 41102 of Title 49 of the United States Code, Parts 201 and 204 of the Economic Regulations and Subpart Q of the Procedural Regulations, for issuance of a Certificate of Public Convenience and Necessity to authorize Omni to provide Non-Scheduled, Charter Interstate and Overseas air transportation of persons.

Docket Number: 50229

Date filed: March 22, 1995

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 19, 1995

Description: Application of Omni Air Express, Inc., applies, pursuant to Sections 41101 and 41102 of Title 49 U.S.C., Parts 201 and 204 of the Economic Regulations and Subpart Q of the Regulations, for issuance of a Certificate of Public Convenience and Necessity to authorize Omni to provide Non-Scheduled, Charter Foreign Air Transportation.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 95-7910 Filed 3-30-95; 8:45 am]

BILLING CODE 4910-62-P

Aviation Proceedings; Agreements Filed During the Week Ended March 24, 1995

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C 412

and 414. Answers may be filed within 21 days of date of filing.

Docket Number: 50224

Date filed: March 21, 1995

Parties: Members of the International

Air Transport Association

Subject: COMP Telex Reso 033f,

Currency Rates Changes for Hungary

Proposed Effective Date: April 1, 1995

Docket Number: 50231

Date filed: March 23, 1995

Parties: Members of the International

Air Transport Association

Subject: COMP Telex Mail Vote 734,

Special Amending Reso from

Zimbabwe, Telex—Correction

Proposed Effective Date: April 1, 1995

Docket Number: 50232

Date filed: March 23, 1995

Parties: Members of the International

Air Transport Association

Subject: COMP Telex Mail Vote 733,

Specific Commodity Rates from India,

Telex—Correction

Proposed Effective Date: April 1, 1995

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 95-7911 Filed 3-30-95; 8:45 am]

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Federal Aviation Administration

Intent to Prepare Environmental Impact Statement, Miami International Airport, Miami, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Intent.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advertise to the public that an Environmental Impact Statement (EIS) will be prepared and considered for the proposed construction of a new parallel east/west runway at Miami International Airport.

FOR FURTHER INFORMATION CONTACT: Mr. Bart Vernace, Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397, (407) 648-6583.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA, in cooperation with Dade County, Florida, will prepare an Environmental Impact Statement (EIS) for a proposed new parallel transport runway at Miami International Airport (MIA). Because of airlines' rapid growth during 1992 at MIA and the projected future increase in air traffic operations, the Airport Master Plan approved June 29, 1994, recommended the development of a new parallel runway (8,600' x 150') for

the short range planning period (0-5 years).

Relocation of existing parallel and connecting taxiways is also proposed. The proposed project would entail construction activity limited to current Airport property (i.e., site preparation, drainage, paving, lighting, NAVAIDS, environmental mitigation, obstruction clearing, and other associated work required for the new runway).

The new runway is planned as a non-precision instrument runway with visibility minimums greater than 3/4 of a mile. The runway will have an approach slope of 34:1 with a primary surface width of 500 feet.

The EIS will include evaluation of a no-build alternative and other feasible alternatives that may be identified during the public scoping meeting. The proposed new runway would provide sufficient airfield capacity at MIA to accommodate expected aircraft demand into the 21st century. The increased capacity provided by the proposed project would result in a significant decrease in average aircraft delay times from the projected no-build conditions.

The movement of aircraft operations from existing runways to a new runway could result in changes in runway use. The EIS will determine any noise impacts associated with the operation of the proposed runway. In addition to noise impacts, the EIS will determine any impacts on air and water quality, wetlands, ecological resources, floodplains, historic resources, hazardous wastes and coastal zone management.

Public Scoping: To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. A public scoping meeting to identify significant issues will be held in Miami, Florida. For this meeting we are inviting the public as well as the local, State and Federal agencies.

Written comments may be mailed to the Informational contact listed above within 30 days from publication of this Notice.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Orlando, Florida, March 13, 1995.

Charles E. Blair,

Manager, Orlando Airports District Office.

[FR Doc. 95-7984 Filed 3-30-95; 8:45 am]

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