

will be necessary at each site for remote monitoring and operation.

Finding

Implementation of DGPS service at Youngstown, New York, will neither have a significant effect on the quality of the human environment nor require preparation of an Environmental Impact Statement.

Dated: August 17, 1995.

Rudy K. Peschel,

Rear Admiral, U.S. Coast Guard Chief, Office of Navigation Safety and Waterway Service.

[FR Doc. 95-20944 Filed 8-23-95; 8:45 am]

BILLING CODE 4910-14-M

[CGD 95-070]

Civil GPS Service Interface Committee, Announcement of Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Civil GPS Service Interface Committee (CGSIC) will meet September 11 and 12, 1995 at the Spa Hotel in Palm Springs, California. The CGSIC was formed to exchange GPS information and to identify GPS issues that affect nonmilitary users. The CGSIC is open to representatives of relevant private, government, and industry users groups, both U.S. and international. The meeting is chaired by the Chief of the Department of Transportation's Radionavigation Policy and Planning Staff.

DATES: The full committee will meet on September 11, 1995. The subcommittees will meet on September 12, 1995.

FOR FURTHER INFORMATION CONTACT: Rebecca Casswell, United States Coast Guard Navigation Center, at (703) 313-5930 or [FAX] (703) 313-5805. The meeting agenda is available on the Electronic Bulletin Board System (BBS) at the Navigation Information Service (NIS) in Alexandria, Virginia, at (703) 313-5910. For information on the BBS, call the watchstander of NIS at (703) 313-5900.

SUPPLEMENTARY INFORMATION

Background

The CGSIC was established to identify needs of civil GPS users (navigation, timing, and positioning) in support of the DOT's Civil GPS Service program and to promote the Assistant Secretary for Transportation Policy's program of outreach to civil users of GPS Service. Pursuant to this responsibility, the CGSIC will work with the Office of the Assistant Secretary for Transportation Policy, the Joint Working Group of the Department of Defense and the

Department of Transportation on Radionavigation, and the U.S. Coast Guard's Office of Navigation Safety and Waterway Services.

Dated: August 17, 1995.

Rudy K. Peschel,

Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.

[FR Doc. 95-20945 Filed 8-23-95; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

RTCA, Inc., Special Committee 184; Minimum Performance and Installation Standards for Runway Guard Lights

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 184 meeting to be held September 7-8, 1995, starting at 9:30 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Administrative Announcements; (2) Chairman's Introductory Remarks; (3) Review and Approval of Meeting Agenda; (4) Review and Approval of Minutes of July 27-28 Meeting; (5) Review Status of Action Items; (6) Review Draft Document Inputs; (7) Work Group Drafting Session; (8) Other Business; (9) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 18, 1995.

Janice L. Peters,

Designated Official.

[FR Doc. 95-21016 Filed 8-23-95; 8:45 am]

BILLING CODE 4810-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue from a Passenger Facility Charge (PFC) at Mason City Municipal Airport, Mason City, IA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Mason City Municipal Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before September 25, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jerome Thiele, Director of Aviation, Mason City Airport Commission, at the following address: Mason City Airport Commission, P.O. Box 1484, Mason City, Iowa 50402-1484.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Mason City Airport Commission under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Ellie Anderson, PFC Coordinator, FAA, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4728. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Mason City Municipal Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 15, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Mason City Airport Commission was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 29, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date:
February 1, 1996.
Proposed charge expiration date:
August 1, 2000.

Total estimated PFC revenue:
\$302,790.00.

Brief description of proposed project(s): Land acquisition and fencing, airfield crack repair and slurry seal, reconstruct airfield storm water intakes; install airfield directional signage, slurry seal Runways 12/30 & 17/35; Americans with Disabilities Act terminal improvements, taxiway slurry seal, storm drainage; purchase snowblower, aircraft rescue and firefighting radio communication system; purchase snowbroom and endloader; purchase high speed snow plow; reconstruct airfield electrical system; utility improvements and acquisition of sander truck and motor grader; overlay entrance/service roads and parking lot; replace security fence and gates; and expand snow removal equipment building.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: none.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Mason City Municipal Airport, Mason City, Iowa.

Issued in Kansas City, Missouri on August 15, 1995.

James W. Brunskill,

Acting Manager, Airports Division, Central Region.

[FR Doc. 95-21017 Filed 8-23-95; 8:45 am]

BILLING CODE 4910-13-M

Research and Special Programs Administration Revision of the Emergency Response Guidebook, Notice of Public Meetings; Request for Comments

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of public meetings; request for comments.

SUMMARY: This notice advises interested persons that RSPA will conduct public meetings to discuss the development and publication of the 1996 North American Emergency Response Guidebook (NAERG). At the first meeting, the concept of the NAERG will be introduced; a draft document will be presented at the second meeting. The NAERG will supersede the 1993 Emergency Response Guidebook (ERG)

and will encompass information from both the U.S. Department of Transportation's 1993 ERG and Transport Canada's Initial Emergency Response Guide 1992. The development of the NAERG is a joint effort involving the transportation agencies of the United States, Canada and Mexico. This notice solicits comments on the development of the NAERG, particularly from those who have used the ERG during hazardous materials incidents.

DATES: Public Meetings. The first public meeting will be held on September 21, 1995, in Room 332, Federal Trade Commission, 6th & Pennsylvania Avenue, N.W., Washington, DC 20580. The second meeting will be November 8, 1995, in Room 8236 of the Nassif Building, 400 Seventh Street S.W., Washington, DC 20590-0001. Meeting times are from 9:30 a.m. to 5 p.m. The public is invited to attend without advance notification.

Comments. Written comments should be submitted on or before October 19, 1995, to the Office of Hazardous Materials Initiatives and Training (DHM-50), Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street S.W., Washington, DC 20590-0001; comments may be faxed to (202) 366-7342; or E-mailed via the Internet to WELISTEN@rspa.dot.gov **FOR FURTHER INFORMATION CONTACT:** David Henry or Gigi Corbin, Research and Special Programs Administration (DHM-50), 400 Seventh Street S.W., Washington, DC 20590-0001; (202) 366-4900; Internet E-mail to henryd@rspa.dot.gov or corbing@rspa.dot.gov

SUPPLEMENTARY INFORMATION:

Background

The Federal hazardous materials transportation law, 49 U.S.C. 5101 *et seq.*, empowers the Secretary of Transportation to issue and enforce regulations deemed necessary to ensure the safe transport of hazardous materials. In addition, the law directs the Secretary of Transportation to provide law enforcement and fire fighting personnel with technical information and advice for meeting emergencies connected with the transportation of hazardous materials.

The Emergency Response Guidebook was developed by RSPA for use by emergency services personnel to provide guidance for initial response to hazardous materials incidents. Since 1980, it has been the goal of RSPA for all emergency response vehicles, including fire fighting, police and rescue squad vehicles, to carry a copy of

the ERG. To accomplish this, RSPA has published five editions of the ERG and has distributed over 4.9 million copies to emergency services agencies, without charge.

The NAERG is being jointly developed by RSPA, Transport Canada and the Secretary of Communication and Transport of Mexico. The NAERG will supersede the 1993 ERG and will be published in English, French and Spanish for use by emergency response personnel in each of the three North American Free Trade Agreement countries. Publication of the 1996 NAERG will facilitate transport of hazardous materials through North America and increase public safety by providing consistent emergency response procedures to hazardous materials accidents and incidents in North America. In order to continually improve the ERG, RSPA actively solicits comments from interested parties, especially those who have used the ERG during hazardous materials incidents. RSPA will continue to use a network of state agencies to distribute the NAERG to state and local emergency responders.

Request for Comments

Comments are solicited on ERG user concerns and on the following questions:

1. Has the National Response Center (NRC) provided accurate and timely assistance to emergency responders during hazardous materials incidents?

2. Have emergency responders experienced a problem of inconsistent guidance between the 1993 ERG and other sources of technical information? If so, in what way could the NAERG be revised to reduce this inconsistency?

3. Have emergency responders experienced confusion or difficulty in understanding the scope or purpose of the 1993 ERG? If so, in what way could the NAERG be revised to reduce this difficulty?

4. Have emergency responders experienced confusion or difficulty in understanding the application of the 1993 ERG? If so, in what way could the NAERG be revised to reduce this difficulty?

5. How could the "Table of Initial Isolation and Protective Action Distances" or its introduction be made easier to comprehend and use?

6. In the "Table" does the distinction between day and night protective action distances add useful information for the first responder? How could the distinction be improved?

7. Should the guidebook in any way describe materials which emit poisonous vapors when spilled in water? If so, what format would be best?