

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?

(i.e. separate guide, distinct list, special footnote attached to these material names, etc.)

8. Have emergency responders experienced difficulty understanding the capabilities of chemical protective clothing, and the limitations of structural fire fighter's protective clothing in hazardous materials incidents? If so, in what way can the NAERG be revised to improve understanding?

9. Aside from Gasoline, has any identification number (ID No.) been incorrectly assigned to a material (Name of Material)?

10. Has any identification number/material been assigned to the "wrong" guide?

11. Are the responses on each guide appropriate for the material assigned to the guide?

12. Have emergency responders experienced difficulty with legibility of the 1993 ERG's print style, its format or its durability?

13. Have emergency response agencies experienced difficulty in obtaining copies of 1993 ERG for their vehicles?

Supporting data and analyses will enhance the value of comments submitted.

**Alan I. Roberts,**

*Associate Administrator for  
Hazardous Materials Safety.*

[FR Doc. 95-21023 Filed 8-23-95; 8:45 am]

BILLING CODE 4910-60-P

## National Highway Traffic Safety Administration

### Research and Development Programs Meeting

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** This notice announces a public meeting at which NHTSA will describe and discuss specific research and development projects. Further, the notice requests suggestions for topics to be presented by the agency.

**DATES AND TIMES:** The National Highway Traffic Safety Administration will hold a public meeting devoted primarily to presentations of specific research and development projects on September 21, 1995, beginning at 1:30 p.m. and ending at approximately 5 p.m. The deadline for interested parties to suggest agenda topics is 4:15 p.m. on September 5, 1995. Questions may be submitted in advance regarding the agency's research and development projects. They must be submitted in writing by September 12,

1995, to the address given below. If sufficient time is available, questions received after the September 12 date will be answered at the meeting in the discussion period. The individual, group, or company asking a question does not have to be present for the question to be answered. A consolidated list of the questions submitted by September 12 will be available at the meeting and will be mailed to requesters after the meeting.

**ADDRESSES:** The meeting will be held at the Holiday Inn Capitol, 550 C Street SW., Washington, DC 20024.

Suggestions for specific R&D topics as described below and questions for the September 21, 1995, meeting relating to the agency's research and development programs should be submitted to the Office of the Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Room 6206, 400 Seventh St. SW., Washington, DC 20590. The fax number is 202-366-5930.

**SUPPLEMENTARY INFORMATION:** NHTSA intends to provide detailed presentations about its research and development programs in a series of quarterly public meetings. The series started in April 1993. The purpose is to make available more complete and timely information regarding the agency's research and development programs. This eleventh meeting in the series will be held on September 21, 1995.

NHTSA requests suggestions from interested parties on the specific agenda topics to be presented. NHTSA will base its decisions about the agenda, in part, on the suggestions it receives by close of business at 4:15 p.m. on September 5, 1995. Before the meeting, it will publish a notice with an agenda listing the research and development topics to be discussed. The agenda can also be obtained by calling or faxing the information numbers listed elsewhere in this notice. NHTSA asks that the suggestions be limited to six, in priority order, so that the presentations at the September 21 R&D meeting can be most useful to the audience. Specific R&D topics are listed below. Many of these topics have been discussed at previous meetings. Suggestions for agenda topics are not restricted to this listing, and interested parties are invited to suggest other R&D topics of specific interest to their organizations.

Specific R&D topic is:

On-line tracking system for NHTSA's research projects.

Specific Crashworthiness R&D topics are:

Improved frontal crash protection problem analysis and program status, Advanced glazing research, Highway traffic injury studies, Head and neck injury research, Lower extremity injury research, Thorax injury research, Human injury simulation and analysis, Crash test dummy component development, Vehicle aggressivity and fleet compatibility, Upgrade side crash protection, Upgrade seat and occupant restraint systems, Child safety research (specifically ISOFIX), Electric and alternate fuel vehicle safety, and, Truck crashworthiness/occupant protection.

Specific Crash Avoidance R&D topics are:

Truck tire traction, Portable data acquisition system for crash avoidance research, Systems to enhance EMS response (automatic collision notification), Vehicle motion environment data collection system, Crash causal analysis, Human factors guidelines for crash avoidance warning devices, Longer combination vehicle safety, Drowsy driver monitoring, Driver workload assessment, Performance guidelines for ITS systems (approach), Variable dynamics test vehicle, Engineering description of precrash events, Preliminary rearend collision avoidance system guidelines, Preliminary road departure collision avoidance system guidelines, and Preliminary intersection collision avoidance system guidelines.

Separately, questions regarding research projects that have been submitted in writing not later than close of business on September 12, 1995, will be answered. A transcript of the meeting, copies of materials handed out at the meeting, and copies of the suggestions offered by commenters will be available for public inspection in the NHTSA's Technical Reference Section, Room 5108, 400 Seventh St. SW., Washington, DC 20590. Copies of the transcript will then be available at 10 cents a page, upon request to NHTSA's Technical Reference Section. The Technical Reference Section is open to the public from 9:30 a.m. to 4 p.m.

NHTSA will provide technical aids to participants as necessary, during the Research and Development Programs Meeting. Thus, any person desiring the