

of data for charter and nonscheduled passenger data by Part 135 operator (both air taxis and commuters). The data received on the form is then incorporated into the Air Carrier Activity Information System which is used to determine whether an airports eligible for AIP funds and for calculating primary airport sponsor apportionments as specified by Title 49 USC.

*Frequency:* Annually.

*Burden Estimate:* 423 hours annually.

*Respondents:* Business and State and Local Governments.

*Number of Respondents:* 325.

*Form(s):* FAA Form 1800-31.

*Average Burden Hours Per Response:* 1.3 hours.

*DOT No:* 4120.

*OMB No:* 2117-0049.

*Administration:* Research and Special Programs Administration (RSPA).

*Title:* Recordkeeping Requirements for Gas Operators.

*Need for Information:* The gas pipeline safety regulations (49 CFR 192) require gas pipeline operators to maintain a series of test, inspection, and maintenance records so that compliance can be ascertained.

*Proposed Use of Information:* This information will be used by RSPA to ascertain from the information compliance with regulations since most of the operator's facilities are buried underground and are not readily accessible.

*Frequency:* On occasion.

*Burden Estimate:* 1,063,517 hours.

*Respondents:* Natural Gas Operators.

*Number of Respondents:* 54,700.

*Form(s):* None.

*Average Burden Hours Per Response:* 19.44 hours.

*DOT No:* 4121

*OMB No:* 2120-0569.

*Administration:* Federal Aviation Administration.

*Title:* Airport Grants Program.

*Need for Information:* The Airport and Airway Improvement Act (AAIA) of 1982, as amended by the Airport and Airway Safety and Capacity Expansion Act of 1987 (Public Law 100-223) prescribes policies and procedures for administration and management of the Airport Improvement Program (AIP).

*Proposed Use of Information:* This information through preapplications, applications and amendments is used to verify that a particular sponsor and airport is eligible for Federal assistance. Financial reports and requests for payment are used in the grant programs' fund control process, payment process, and accounting systems. The data is

used by FAA Airports personnel and accountants to ensure that grant obligations are not exceeded and revenue is not diverted. Performance reports by FAA personnel to determine that project performance goals are being met.

*Frequency:* On occasion and quarterly.

*Burden Estimate:* 67,714 hours annually.

*Respondents:* Businesses, State, Local or Tribal Governments.

*Number of Respondents:* 1950.

*Form(s):* FAA Forms 5100-108, 5100-30, 5100-125, 5370-1.

*Average Burden Hours Per Response:* 28 hours.

Issued in Washington, D.C. on September 18, 1995.

Jim Harrell,

*Computer Specialist, Information Resource Management (IRM) Strategies Division.*

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## Coast Guard

[CGD 95-005]

### Area To Be Avoided Off the Washington Coast

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of results of public meeting and request for comments.

**SUMMARY:** The Coast Guard recently held a public meeting and requested written comments on whether the applicability of the Area To Be Avoided off the Washington Coast should be expanded to include vessels other than those carrying cargoes of oil or hazardous materials. The Area To Be Avoided, as adopted by the International Maritime Organization, recommends that all ships, including barges, carrying cargoes of oil or hazardous materials avoid the area. Based on the information received at the public hearing and in the written comments, the Coast Guard has determined that changes to the applicability of the Area To Be Avoided are not warranted at this time.

**ADDRESSES:** Written comments and the transcript of the public meeting are available for inspection or copying at Coast Guard Headquarters, 2100 Second Street, SW., room 3406, Washington, DC 20593; Thirteenth Coast Guard District, 915 Second Avenue, Room 3410, Seattle, WA 98174; and at the Olympic Coast National Marine Sanctuary, 138 W. First Street, Port Angeles, WA 98362-2600 between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

### FOR FURTHER INFORMATION CONTACT:

Ms. Margie G. Hegy, Project Manager, Vessel Traffic Services Division, phone (202) 267-0415. This telephone is equipped to take messages on a 24-hour basis.

### SUPPLEMENTARY INFORMATION:

#### Background

On December 7, 1994, the Maritime Safety Committee of the International Maritime Organization (IMO) adopted the Area To Be Avoided off the Washington Coast (ATBA), recommending that all ships, including barges, carrying cargoes of oil or hazardous materials avoid the area. The ATBA, which was established to reduce the risk of marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, became effective on June 7, 1995. The boundaries of the ATBA do not overlay the Sanctuary boundaries, but are in close proximity.

On January 27, 1995, the Coast Guard published a request for comments and notice of meeting in the Federal Register (60 FR 5454) to obtain comment on whether the ATBA should apply to additional categories of vessels. Forty-two people attended the meeting, which was held on February 23, 1995, in Seattle, Washington. In response to comments, on March 6, 1995, the Coast Guard published a notice in the Federal Register (60 FR 12276) to extend the comment period until April 17, 1995.

The eighteen attendees who made oral statements at the meeting represented the Olympic Coast National Marine Sanctuary, Coalition of Washington Ocean Fishermen, Washington Public Ports Association, American Waterways Operators, Washington Environmental Council, Mayor of City of Hoquiam, Port of Grays Harbor, American Factory Trawler Association, Washington State Department of Ecology, Washington State Office of Marine Safety, Puget Sound Steamship Operators, Arctic Storm, Inc., Tyson Seafood Group, Jones Stevedoring Company, Makah Tribal Council, United Catcher Boats, Port of Seattle, and the Center for Marine Conservation. In addition to the oral statements, the Coast Guard received 48 written comments from individuals, the fishing industry, charter boat owners and operators, vessel associations, shipping agents, environmental organizations, ports officials, Chambers of Commerce, Congress of the United States, Washington State Legislature, and city, county, state, and Federal Government agencies. Six of the eighteen speakers also provided written

comments. Over 50% of the written comments were from people who derive a significant portion of their income from fish caught within the boundaries of the ATBA. Fifteen of the speakers at the meeting and 45 of the 48 written comments were opposed to any changes to the ATBA; 5 commenters requested change in the applicability of the ATBA.

#### Discussion of Comments

##### *Comments Recommending Changes*

Five commenters recommended that the categories of vessels to which the ATBA applies be expanded. One commenter noted that the ATBA applies to only 15 percent of vessels that currently navigate the area. One commenter recommended that all vessels and barges, in addition to those carrying oil or hazardous materials as cargo, avoid the area. Four commenters want all vessels over 500 gross tons to avoid the area, and two of these commenters would exempt fishing, military vessels, nature tour vessels, and tugs pulling barges carrying non-hazardous cargoes.

Four commenters were concerned with the consequences of a spill of large amounts of bunker fuel. They noted that the tank vessels and barges to which the ATBA currently applies are not the only vessels carrying large quantities of oil. They specifically mentioned freighters and bulk carriers which carry large quantities of bunker fuel. One commenter stated that 55 percent of the vessels, navigating in the area and greater than 80,000 dead weight tons, are bulk carriers. When inspected by the Washington State Office of Marine Safety, 59 percent of these vessels had deficiencies. These commenters believed that age and poor condition of these ships, and the history of oil spills and the environmental sensitivity of the area are ample reasons to expand the applicability of the ATBA to additional vessels.

##### *Comments Recommending No Change*

On behalf of the National Oceanic and Atmospheric Administration (NOAA) Office of Ocean and Coastal Resource Management, the Olympic Coast National Marine Sanctuary Manager stated that the original ATBA proposal was aimed at providing enhanced protection from the greatest threat to Sanctuary resources, i.e., vessels carrying cargoes of oil or hazardous materials. NOAA also stated that the Sanctuary is not an exclusion area and that safe marine transportation and commercial fishing are two commercial uses compatible with sanctuary designation.

Commenters generally agreed that the ATBA as adopted should not be changed. These commenters were generally concerned that any changes would adversely impact trade competitiveness and jobs in struggling coastal Washington communities. They felt that expanding the applicability of the ATBA to additional categories of vessels would adversely affect current and future users of this area who depend on it for fishing, recreation, and maritime trade. They were also concerned about the safety of any additional vessels recommended to operate outside the ATBA boundaries which might increase the crossing or meeting situations and the probability of vessel collisions.

**Economic Concerns:** Commenters who wanted no change in the applicability of the ATBA discussed a variety of issues concerning the economic competitiveness of Washington ports. They stated that marine transportation is a crucial part of the state's economy and the ability to compete in the full range of shipping markets would be compromised by an expansion of the applicability of the ATBA. They were particularly concerned that Washington ports could lose their natural advantage in cargo movements to Asia, South America and other regions. Commenters also stated that changing the applicability of the ATBA would adversely affect the loggers. Due to the drop in log exports, only partial loads are being taken by vessels calling in a Columbia River port, Grays Harbor, and a Puget Sound port. Additionally, if the ATBA were not available for use by fishing vessels, it would adversely affect their ability to maintain family-wage jobs.

**Safety Concerns:** Commenters discussed the following factors as affecting safety of additional vessels operating outside the ATBA: (1) Sea state and weather changes outside the ATBA; (2) increased probability of vessel collisions immediately west of the ATBA boundary if vessels currently operating in the ATBA remain outside; (3) increased transit time caused by operating outside the ATBA could result in vessels operating at higher speeds to make up time lost; and, (4) interference between commercial vessel traffic and military operations.

#### Conclusion

The Coast Guard has carefully considered all the comments received and concludes that expanding the applicability of the ATBA to include vessels and barges other than those carrying cargoes of oil or hazardous materials is not justified at this time.

Dated: September 15, 1995.

Rudy K. Peschel,

*Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation, Safety and Waterway Services.*  
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#### [CGD 95-067]

### **Reorganization of the Office of Marine Safety, Security and Environmental Protection**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** The Coast Guard is announcing the comprehensive reorganization of the Office of Marine Safety, Security and Environmental Protection (G-M). Though all existing functions will continue to be performed, the office is being extensively reorganized, with no direct comparability between the new organizational units and the old ones. This notice describes the new organizational structure, lists interim telephone numbers, and announces the establishment of a customer help line to assist the public in locating the correct division, branch or project officer.

**FOR FURTHER INFORMATION CONTACT:** 1. To locate the correct division, branch, or project manager, call (703) 560-4787 between 8:30 a.m. and 5:30 p.m., Monday through Friday.

2. For further information on the reorganization, call CDR Theron "Pat" Patrick or MSTCM Bruce Peters at (703) 235-1819 between 8 a.m. and 3 p.m., Monday through Friday, or write to the MTRANS Reorganization Staff, U.S. Coast Guard Headquarters, 2100 Second Street, SW, Room B723, Washington, DC 20593-0001.

#### **SUPPLEMENTARY INFORMATION:**

##### Description of the New Directorates

The Office of Marine Safety, Security and Environmental Protection (G-M), a Headquarters staff element, is being reorganized into four major divisions or directorates. The Standards, Field Activities, and Resources Directorates are located at Coast Guard Headquarters. The National Maritime Center (NMC) is located in Arlington, VA. Each directorate is headed by a senior civilian (SES/GM-15) or military officer (06) who serves as an associate program director under the Chief of G-M, an Admiral.

Most of the necessary physical relocation will be accomplished during August and September 1995. The new organizational symbols and titles have been in use since August 1, 1995.