

facility is at Coast Guard Air Station Brooklyn (CGASB).

TDWR is an automated weather radar system developed by the FAA. TDWR operates by sending out a radio frequency (RF) pulse. Then, the TDWR detects pulses reflected by weather conditions. TDWR detects conditions leading to hazardous wind shear at and in the vicinity of the airport and reports this to air traffic controllers. The only sure way to survive wind shear in the airport vicinity is to avoid it. With the assistance of the information provided by the TDWR, the air traffic controllers can then provide a timely warning to pilots. Improved wind shear detection provided by the TDWR reduces loss of life, injuries, property damage and air traffic delays that result from catastrophic airplane accidents caused by wind shear. The proposed TDWR facility would be part of a nationwide system of 47 radars strategically located near major airports.

The FAA has determined that it is critical to include the New York metropolitan area in the agency's efforts to improve aviation safety. There are 380,105 commercial carrier operations per year at JFK and 373,395 operations per year at LGA (March 1994–March 1995). Wind shear has been identified as a major cause of U.S. air carrier fatalities. The National Transportation Safety Board (NTSB) has recommended the installation of TDWR as a result of several crashes nationwide. One of the crashes was Eastern Airlines Flight 66 onto the Rockaway Parkway in June 1975 where 112 people died. TDWR is considered by NTSB as the best warning system for detecting wind shear conditions. In addition to preventing crashes, it will reduce weather-related delays. At JFK, 45% of delays are weather-related. At LaGuardia 39% of delays are weather-related.

Siting the proposed TDWR at the Coast Guard, Department of Transportation (DOT) property would be compatible with the continuing history of aviation facilities at this location. Additionally, it would be consistent with Coast Guard plans to install a weather radar for search and rescue helicopter operations. The proposed TDWR with an information feed to CGASB operations would satisfy this Coast Guard need, and for this reason, the Coast Guard supports the proposal. This would represent an important example of intermodal cooperation in satisfying multi-mission needs within the DOT.

The FAA anticipates that construction and operation of the proposed TDWR at CGASB would have little or no environmental impact. However, the

agency anticipates significant public controversy concerning the perception of the potential adverse health effects of RF radiation. The FAA will hold public scoping meetings to assist in defining the focus of the EIS issues. A public notice issued at a later date will provide the dates, times and places of the scoping meetings. Further, the FAA will provide ample opportunity for public participation in defining the issues to be addressed in the EIS and in reviewing and commenting on the draft EIS.

The EIS will assess impacts and reasonable alternatives, including the "no action" alternative, following the National Environmental Policy Act of 1969 as amended, FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, DOT Order 5610.1C, Procedures for Considering Environmental Impacts, and the President's Council on Environmental Quality regulations implementing the provisions of NEPA, 40 CFR Parts 1500–1508. Previous Environmental Assessments (EAs) for proposals to site individual TDWRs for JFK and LGA considered reasonable alternatives. Copies of these EAs are available by written request to the information contact designated below. Siting constraints for reasonable alternatives include strict siting criteria for radar coverage and the close proximity of densely populated communities in the metropolitan New York area. The FAA will address any reasonable alternatives presented during the scoping process and subsequent comment periods.

The final Programmatic Environmental Impact Statement (PEIS) for the TDWR Site Determination Program issued in September 1991, identified general conditions which might result in potentially significant impacts. RF radiation was one of the many environmental considerations addressed in this document. Copies of the PEIS may be obtained by written request to the information contact designated below.

**FOR FURTHER INFORMATION CONTACT:**  
Jerome D. Schwartz, Environmental Specialist, Federal Aviation Administration, Wind Shear Products Team, AND-420, 800 Independence Ave., SW., Washington, DC 20591. Telephone (202) 358–4946.

Issued in Washington, DC on October 3, 1995.

**Steve Zaidman,**

*Deputy Director of Communications, Navigation, and Surveillance Systems, AND-2.*

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**BILLING CODE 4910–13–M**

**Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of rescheduled meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a rescheduled meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

**DATES:** The meeting will be held on October 24, 1995, at 1 p.m. Arrange for oral presentations by October 13, 1995. The meeting was originally scheduled for October 10, 1995.

**ADDRESSES:** The meeting will be held at the Aerospace Industries Association of America, 1250 Eye Street, NW., Wright Room, Washington, DC, 1 p.m.

**FOR FURTHER INFORMATION CONTACT:**

Miss Jean Casciano, Federal Aviation Administration (ARM–25), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267–9683; fax (202) 267–5075.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–473; 5 U.S.C. App. II), notice is hereby given of a meeting of the Executive Committee to be held on October 24, 1995, at the Aerospace Industries Association of America, 1250 Eye Street, NW., Wright Room, Washington, DC, 1 p.m. The agenda will include::

- A vote on the proposed recommendation developed by the Flight Data Recorder Working Group.
- Other business.

Copies of the proposed recommendation will be available to interested persons prior to the meeting. A copy may be obtained by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by October 13, 1995, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on October 3, 1995.  
**Ida Klepper,**  
*Acting Executive Director, Aviation Rulemaking Advisory Committee.*  
 [FR Doc. 95-25053 Filed 10-6-95; 8:45 am]  
**BILLING CODE 4910-13-M**

## DEPARTMENT OF THE TREASURY

[Treasury Order Number 150-01]

### Regional and District Offices of the Internal Revenue Service

Dated: September 28, 1995.

Under the authority given to the President to establish and alter internal revenue districts by Section 7621 of the Internal Revenue Code of 1986, as amended, and vested in the Secretary of the Treasury by Executive Order 10289 (approved September 17, 1951, as amended) as made applicable to Section 7621 of the Internal Revenue Code of 1986, as amended (as previously contained in the Internal Revenue Code of 1954) by Executive Order 10574 (approved November 5, 1954); under the authority vested in the Secretary of the Treasury by 31 U.S.C. 321 (a), (b) and Reorganization Plan No. 1 of 1952 as made applicable to the Internal Revenue Code of 1986, as amended, by Section 7804(a) of such Code; and under the authority vested in the Secretary of the

Treasury by Sections 7801(a) and 7803 of the Internal Revenue Code of 1986, as amended; the following internal revenue districts and regions are established or continued as described in this Order. When fully implemented, this Order establishes fewer internal revenue regions and districts than designated in previous Orders.

1. *Regions.* Four regions are established which shall be identified as Northeast Region, headquartered at New York, New York; Southeast Region, headquartered at Atlanta, Georgia; Midstates Region, headquartered at Dallas, Texas; and Western Region, headquartered at San Francisco, California. The head of each regional office shall bear the title "Regional Commissioner" identified by the region name. The geographic areas and internal revenue districts within each region are shown in the Attachment to this Order.

2. *Districts.* Thirty-three districts are established. Each shall be known as an internal revenue district and shall be identified by the names listed in the Attachment. The head of each district office shall be titled "Director" identified by the district name as specified in the Attachment. The geographic areas within each district are shown in the Attachment.

3. *U.S. Territories and Insular Possessions.* The Commissioner of Internal Revenue shall, to the extent of authority vested in the Commissioner,

provide for the administration of the United States internal revenue laws in the U.S. territories and insular possessions and other areas of the world.

4. *Implementation.* The district and regional organization described above shall be implemented on dates determined by the Commissioner of Internal Revenue. Until such dates, the existing offices are authorized to continue. Effective immediately, the Commissioner is authorized to effect such transfers of functions, personnel, positions, equipment and funds as may be necessary to implement the provisions of this Order.

5. *Other Offices.* This Order affects only the regional and district offices subject to this Order and does not affect service centers or other offices in existence within the Internal Revenue Service.

6. *Effect On Prior Treasury Orders.* a. TO 150-01, "Designation of Internal Revenue Districts," dated October 27, 1987, is superseded.

b. TO 150-03, "Designation of Internal Revenue Regions and Regional Service Centers," dated January 24, 1986, is superseded.

**Robert E. Rubin,**  
*Secretary of the Treasury.*

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**BILLING CODE 4810-25-P**

## REGIONAL AND DISTRICT OFFICES OF THE INTERNAL REVENUE SERVICE

District name	Headquarters	Area covered
Southeast Region .....	Atlanta, Georgia .....	Alabama, Delaware, the District of Columbia, Florida, Georgia, Indiana, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia. Florida counties: Alachua, Baker, Bay, Bradford, Brevard, Calhoun, Citrus, Clay, Columbia, Dixie, Duval, Escambia, Flagler, Franklin, Gadsden, Gilchrist, Gulf, Hamilton, Hernando, Hillsborough, Holmes, Jackson, Jefferson, Lafayette, Lake, Leon, Levy, Liberty, Madison, Marion, Nassau, Okaloosa, Orange, Osceola, Pasco, Pinellas, Polk, Putnam, Santa Rosa, Seminole, St. Johns, Sumter, Suwannee, Taylor, Union, Volusia, Wakulla, Walton and Washington.
North Florida District .....	Jacksonville, Florida ..	Florida counties: Broward, Charlotte, Collier, Dade, DeSoto, Glades, Hardee, Hendry, Highlands, Indian River, Lee, Manatee, Martin, Monroe, Okeechobee, Palm Beach, Sarasota and St. Lucie.
South Florida District ....	Fort Lauderdale, Florida.	Florida counties: Broward, Charlotte, Collier, Dade, DeSoto, Glades, Hardee, Hendry, Highlands, Indian River, Lee, Manatee, Martin, Monroe, Okeechobee, Palm Beach, Sarasota and St. Lucie.
Georgia District .....	Atlanta, Georgia .....	Georgia.
Indiana District .....	Indianapolis, Indiana ..	Indiana.
Gulf Coast District .....	New Orleans, Louisiana.	Louisiana, Mississippi and Alabama.
Delaware-Maryland District.	Baltimore, Maryland ....	Delaware, Maryland and the District of Columbia.
North-South Carolina District.	Greensboro, North Carolina.	North Carolina and South Carolina.
Kentucky-Tennessee District.	Nashville, Tennessee ..	Kentucky and Tennessee.
Virginia-West Virginia District.	Richmond, Virginia ..	Virginia and West Virginia.
Northeast Region .....	New York, New York ..	Connecticut, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island and Vermont.
Connecticut-Rhode Island District.	Hartford, Connecticut ..	Connecticut and Rhode Island.
Ohio District .....	Cincinnati, Ohio .....	Ohio.
Michigan District .....	Detroit, Michigan .....	Michigan.
New England District ....	Boston, Massachusetts	Maine, Massachusetts, New Hampshire and Vermont.