

6. Have changes in vetting and other management practices been instituted since the passage of OPA 90? Have these changes been made as a direct result of section 4115 of OPA 90? What impact have these changes had on ship safety and the reduction of pollution into the marine environment?

7. What is your experience with the operational safety of double hull tank vessels in regard to stability during loading and discharge, safe access to ballast spaces, ventilation of ballast spaces, salvage, and other safety issues?

8. What is your inspection and maintenance experience in regard to corrosion protection and structural performance of double hull tank vessels?

9. Have you had any structural problems on double hull tank vessels?

10. What design changes would you suggest in double hull tank vessels?

11. Based on your experience, what are the advantages and disadvantages of double hull tank vessels as compared to single hull tank vessels?

12. Has OPA 90, section 4115, forced the retirement of single hull tank vessels earlier than desired or expected? If so, how much earlier and for what specific reason?

13. How do maintenance and operating costs differ between double hull and single hull tankers? Are higher costs anticipated for maintaining internal tank coatings? Manning and training requirements? Insurance? Drydocking and other maintenance and repair costs?

14. To what extent will pre-MARPOL tankers be modified to meet MARPOL's requirements for protectively located/segregated ballast tanks in order to gain additional life in the Regulation 13G retirement schedule?

15. Will MARPOL tankers in the international trade operate for the full 30 year limit or retire early? If they retire early, how much earlier?

16. Has the phase-out schedule for single hull tankers in OPA 90 affected the ability of shipping companies to finance replacement vessels? If so, how?

17. Has a two-tiered market developed in which double hull tank vessels receive higher freight rates than single hull tank vessels? If so, what is the difference? If not, will such a two-tiered market develop in the future?

18. To what extent will existing tank vessels without double hulls be reconstructed to comply with the double hull requirements of OPA 90 section 4115? At what cost? (Jones Act and international trades.)

19. Coast Guard lightering regulations permit the use of certain single hull vessels in specified lightering zones

within U.S. territorial waters until 2015, five years beyond the mandated double hull conversion schedule of OPA 90, section 4115. What is the potential impact of the lightering regulations on the use of single hull vessels in U.S. waters?

Dated: April 18, 1996.
Joseph J. Angelo,
Director for Standards, Marine Safety and Environmental Protection.
[FR Doc. 96-10256 Filed 4-24-96; 8:45 am]
BILLING CODE 4910-14-M

Federal Aviation Administration

Notice of Availability, Final Environmental Impact Statement; Master Plan Update, Syracuse-Hancock International Airport, Syracuse, New York

AGENCY: Federal Aviation Administration.

The City of Syracuse, Department of Aviation, owner and operator of Syracuse-Hancock International Airport, has prepared a Master Plan update for the airport. As part of the Plan, it was determined that a runway parallel to Runway 10-28 would be needed to accommodate the anticipated aviation demand and to allow for necessary temporary closures to existing Runway 10-28. The proposed project is the acquisition of approximately 220 acres of land located primarily northeast of the airport to provide a site for the construction of Runway 10L-28R parallel to, 3,600 ft. north of, and 1,400 ft. east of existing Runway 10-28.

A Final Environmental Impact Statement (FEIS) has been prepared by the FAA and the City of Syracuse which assesses the impact of alternative airport improvements. In the first phase of development, a runway 7,500 ft. long and 150 ft. wide would be constructed. In the second phase of development, the runway would be extended to an ultimate length of 9,000 ft. The 3,600 ft. lateral separation between the parallel runways would provide the capability to accommodate dual simultaneous ILS approaches to these runways.

Copies of the FEIS are available for review at the following locations:
Federal Aviation Administration,
Airports Division, Regional Office,
Fitzgerald Federal Building, JFK Int'l
Airport, Jamaica, NY 11430. FAA
Contact person is Mr. Frank Squeglia,
Environmental Specialist (718) 553-
3325.

City of Syracuse, Department of
Aviation, Syracuse-Hancock
International Airport, Main Terminal

Building, 2nd Floor Syracuse, New
York 13212. City Contact person is
Mr. Charles Everett, Jr., Commissioner
(315) 454-3263.

Town of Clay, Zoning Dept., 4483 Route
31, Clay, New York 13041.

Town of Cicero, Zoning Dept., 8326 S.
Main St., Cicero, New York 13039.

Town of Dewitt, Zoning Dept., 5400
Butternut Dr., Dewitt, New York
13214.

Town of Salina, Zoning Dept., 201
School Rd., Liverpool, New York
13088.

Syracuse University, Byrd Library, 222
Waverly Ave., Syracuse, New York
13210.

Onondaga Co. Public Library, 447 S.
Salina St., Galleries Mall, Syracuse,
New York 13202.

Comments on the FEIS must be
received within 30 days from the
publication date of this Notice and
addressed to both the FAA and City of
Syracuse at the above addresses. All
substantive comments will be
considered in the FAA Record of
Decision (ROD) which will conclude the
environmental process for this Federal
action.

Issued in Jamaica, New York on April 12,
1996.

Anthony P. Spera,
*Acting Manager, Airports Division, Federal
Aviation Administration, Eastern Region.*
[FR Doc. 96-9961 Filed 4-24-96; 8:45 am]

BILLING CODE 4910-13-M

Office of the Secretary of Transportation

[Docket No. OST-96-1288]

Comprehensive Truck Size and Weight Study: Analytical Framework and Outreach Plan

AGENCY: Department of Transportation,
Office of the Secretary (OST).

ACTION: Notice; request for comments.

SUMMARY: This notice provides an
update on the options analysis
framework approved by the DOT Policy
Oversight Group for the DOT
Comprehensive TS&W Study and
requests comments on this framework.
Plans are outlined for informational
focus sessions to explain how the study
is being conducted and to obtain direct
comment from constituent groups.

DATES: To be timely for consideration
for either the analytical framework or
outreach plans for the study, comments
should be received on or before May 28,
1996. However, this docket will remain
open until the study is completed.
FHWA Docket No. 95-5 also will