

should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carol A. Woods, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590, (202) 366-2340.

Dated: August 20, 1996.

Charles A. Hunnicutt,

*Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 96-21643 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-62-P

## Coast Guard

[CGD 96-037]

### Annual Certification of Prince William Sound Regional Citizens' Advisory Council

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** Under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, the Coast Guard may certify, on an annual basis, a voluntary advisory group instead of a Regional Citizens' Advisory Council for Prince William Sound, Alaska. This certification allows the advisory group to monitor the activities of terminal facilities and crude-oil tankers under the Prince William Sound Program established by the statute. The purpose of this notice is to inform the public that the Coast Guard has recertified the alternative voluntary advisory group for Prince William Sound, Alaska.

**EFFECTIVE DATE:** July 1, 1996, through June 30, 1997.

**FOR FURTHER INFORMATION CONTACT:** LCDR Peter A. Jensen, Project Manager, Port and Environmental Management Division (G-MOR-1), (202) 267-6134, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001.

**SUPPLEMENTARY INFORMATION:** As part of the Oil Pollution Act of 1990, Congress passed the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (the Act), 33 U.S.C. 2732, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of terminal facilities and crude-oil tankers.

Section 2732(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the terminal facilities in Prince William Sound, instead of a

council of the type specified in subsection 2732(d), if certain conditions are met. The Act requires that the group enter into a contract to ensure annual funding, and that it receive annual certification by the President to the effect that it fosters the general goals and purposes of the Act and is broadly representative of the community and interests in the vicinity of the terminal facilities. Accordingly, in 1991, the President granted certification to the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC). The authority to certify alternative advisory groups was subsequently delegated to the Commandant of the Coast Guard, and redelegated to the Chief, Marine Safety and Environmental Protection.

On April 30, 1996, in the Federal Register, the Coast Guard announced the availability of the application for recertification that it received from the RCAC and requested comments (61 FR 19110). Sixteen comments were received.

#### Discussion of Comments

Although all of the comments received by the Coast Guard supported recertification of the PWSRCAC, three of them provided constructive criticism of PWSRCAC operations. One of the comments questioned the support provided by some Council members to certain parties opposing the Prince William Sound shipper contingency plans which were imposed by the Alaska Department of Environmental Conservation. The commentator emphasized that PWSRCAC's role is that of an advisor speaking with one voice and not individuals advocating their own interests. A second comment expressed the need for PWSRCAC to ensure greater participation by two local Native villages. The final comment objected to an increase in PWSRCAC's budget unless expenditures were more fully justified. It is the Coast Guard's position that those comments can be addressed successfully by PWSRCAC and has forwarded them to PWSRCAC for their review, consideration for what is necessary to resolve the issues, and to provide their response to the commentator and the Coast Guard. Therefore, since none of the comments received opposed the recertification, the Coast Guard has determined that recertification of the RCAC in accordance with the Act is appropriate.

Recertification: By letter dated July 3, 1996, the Chief, Marine Safety and Environmental Protection certified that the RCAC qualifies as an alternative voluntary advisory group under 33

U.S.C. 2732(o). This recertification terminates on June 30, 1997.

Dated: August 14, 1996.

J.C. Card,

*Rear Admiral, U.S. Coast Guard, Chief, Marine Safety and Environmental Protection.*

[FR Doc. 96-21737 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-14-M

[CGD 95-015]

### Limited Service Domestic Voyage Load Lines for Certain River Barges on Lake Michigan

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** The Coast Guard is amending its policy regarding the limited service domestic voyage load line routes for unmanned, river-service, dry-cargo barges operating on Lake Michigan between Chicago (Calumet Harbor), Illinois and Milwaukee, Wisconsin, and between Chicago and St. Joseph, Michigan. This notice also extends the Chicago/St. Joseph route further north to Muskegon, Michigan. Public comments on this action are solicited.

**DATES:** The exemption is effective August 26, 1996. Comments must be received on or before November 25, 1996.

**ADDRESSES:** Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 95-015), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Executive Secretary maintains the public docket for this notice (CGD 95-015). Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m. and 2 p.m. Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas Jordan, Office of Marine Safety and Environmental Protection (G-MSE-2), U.S. Coast Guard Headquarters, Room 1308. The telephone number is (202) 267-2988.

#### SUPPLEMENTARY INFORMATION:

##### Background

Prior to the establishment of limited service domestic voyage load line routes on Lake Michigan, cargoes originating at inland river ports and destined for Lake Michigan ports had to be either transported overland or, if transported

by water, had to be transhipped at Chicago (Calumet Harbor) from river barges to larger vessels with Great Lakes load lines.

In January, 1991, the Port of Milwaukee approached the Coast Guard to explore the feasibility of establishing a relaxed domestic load line that would allow river barges to operate along the western shore of Lake Michigan between Chicago and Milwaukee. Later that year, a barge company made similar request for an eastern Lake Michigan route between Chicago and Muskegon, MI. The motivation for these route requests was economic: river barges offer relatively low costs per ton-mile to move cargo. These routes would not only allow cargoes to be delivered to the Lake ports less expensively, but could also stimulate more economic activity in the port regions.

However, because river barges are not designed to operate in the severe weather conditions experienced on the Great Lakes, it was recognized that such barges could only operate on Lake Michigan during fair weather periods and only on carefully-selected routes. This entailed a study of weather conditions and available ports of refuge along the proposed routes. The American Bureau of Shipping (ABS), the Coast Guard, and industry worked together on this issue to determine the appropriate operational restrictions and other requirements that would allow river barges to safely venture onto Lake Michigan.

On September 21, 1992, the Coast Guard published a notice in the Federal Register (57 FR 43479) that established a limited service domestic load line route on western Lake Michigan between Chicago, IL (Calumet Harbor) and Milwaukee, WI. River barges operating on the route must have a limited service domestic voyage load line assignment and comply with certain operating restrictions and conditions. Among the restrictions are:

- Only dry, non-hazardous cargoes may be carried;
- Minimum barge freeboards are stipulated;
- The tow is limited to no more than three barges;
- The towing vessel must have adequate power for the tow, but not less than 1,000 horsepower;
- The tow must be within five miles of shore; and
- The voyage can not be undertaken (or must be broken off) if specified weather conditions are exceeded.

The Coast Guard's safety concerns were satisfied in three ways:

(1) the barges are required to have a load line assignment, which subjects

them to periodic surveys by ABS. This ensures that they are structurally inspected and maintained in proper condition;

(2) along the route are several ports of refuge where that tow can quickly reach shelter if weather conditions on the Lake should deteriorate; and

(3) the barges can only carry dry, non-hazardous cargoes. This substantially reduces the risk of environmental damage in the event a barge is lost.

On March 31, 1995, the Coast Guard published a second related notice in the Federal Register (60 FR 16693), announcing establishment of another limited service route, this one along the eastern side of Lake Michigan between Chicago (Calumet Harbor) and St. Joseph, MI (Benton Harbor). Because of the prevailing weather patterns on that side of Lake Michigan, the limiting wind conditions for the new eastern route are different from the western (Chicago/Milwaukee) route; otherwise, the requirements are the same for both routes. In addition to establishing the new eastern route, the second notice also imposed a new requirement for both routes: that the lead barge in the tow must be rake-ended (as opposed to box-ended). The notice also allows the initial load line survey of barges less than 10 years old to be conducted afloat, and prohibits cargo movements between ports on the two different routes without first entering the river system at Calumet Harbor.

On September 28, 1995, the Coast Guard published a third related notice in the Federal Register (60 FR 50234) which revoked the rake-ended barge requirement that had been imposed by the second notice.

#### Extension of the Chicago/St. Joseph Route to Muskegon, MI

Extending the route from St. Joseph to Muskegon required some special considerations, principally because the ports of refuge are further apart. The Coast Guard, ABS and local barge industry representatives have satisfactorily worked out some additional operational requirements to resolve this problem. These are discussed as follows:

*Propulsion power requirements:* the towing vessel must have a minimum horsepower of 1,500 HP (compared to the 1,000 HP minimum for the other routes). This extra horsepower will provide a margin of speed and barge-handling capability.

*Equipment requirements:* the towing vessel must be equipped with two communication systems (such as radio and cellular phone). It also must be

equipped with emergency towline cutting equipment.

*Operational plan:* an operational plan must be carried aboard the towing vessel for ready reference by the master. The operational plan must include the operational requirements and restrictions of this notice, the pre-departure inspection and verification requirements, the names and phone numbers of docking/mooring facilities in the ports of refuge, and the names and phone numbers of towing companies that can render assistance to the tow if needed.

#### Annual Review

The Coast Guard's principal concerns when establishing these special routes have been for the safety of crew and vessel, and protections of the environment. In 3½ years of operation to date, there have been no casualties.

To ensure a continuing safety record, each year the Coast Guard will review the program with the towing industry and ABS to determine if any revisions are necessary.

The Coast Guard may also, at any time, modify, suspend, or even terminate the exemption provisions if warranted by unusual or unexpected circumstances.

#### Environmental Protection

Protection of the Great Lakes environment from the consequences of a lost barge or its cargo has been an important consideration of the Coast Guard from the beginning of this program. For that reason, cargoes on these barges are limited to dry, non-hazardous materials. Liquid cargoes, even in drums, are not permitted. Therefore, the risk of environmental damage in the event of a lost barge or cargo is substantially reduced.

#### Comments to Previous Notices

Most comments in response to the previous notices on this action were supportive, principally because of its economic benefits. Several comments also discussed various safety aspects of river barges operating on the Great Lakes (structural adequacy, surveys, effects or cargo shifting, weather conditions, operating in ice conditions, make up of tow, and ports of refuge) and protection of the environment. These comments contributed substantially in shaping the final requirements for the limited service routes.

#### Changes in this Notice From Previous Notices

In general, this notice incorporates the same requirements established by the earlier notices. Previously, however,

requirements applicable to ABS were mixed in with requirements applicable to towing vessel masters. In this notice, the requirements have been rearranged into more-appropriate groupings. For example, requirements that are specifically applicable to ABS are grouped in Section 2, "Conditions of Assignment," and requirements that are specifically applicable to towing vessel masters are in Section 3, "General Operating Requirements" and Section 4, "Additional Requirements for Tows Between St. Joseph, MI, and Muskegon, MI."

Also, in some instances language has been added to make certain requirements explicitly clear. For example, the previous notices did not specifically state that the towing vessel master was responsible for compliance with the operational restrictions and requirements. Similarly, the previous notices did not state that the term of the load line certificate is five years, even though this has been the practice all along.

Section 4 presents the new requirements associated with the extended route to Muskegon. These requirements were developed jointly by the Coast Guard, ABS, and towing industry.

#### Comment Period

The Coast Guard is allowing 90 days for public comment on this present notice, and may amend this exemption based on comments received.

The Coast Guard ultimately plans for these limited service domestic voyage load line routes to be incorporated in 46 CFR part 45, subpart E (after existing § 45.177) once sufficient experience has been gained. To support this future rulemaking action, specific comments are solicited concerning the environmental and economic aspects of these limited service routes.

For the reasons set out above the Coast Guard, under 46 U.S.C. chapter 51 and 46 CFR part 45, amends the exemption announced in the Federal Register notice of March 31, 1995 (60 FR 16693), as amended by the notice of September 28, 1995 (60 FR 50234) as follows:

**Notice of Exemption: Limited Service Domestic Voyage Load Line Routes on Lake Michigan; Chicago, IL, to Milwaukee, WI, and Chicago, IL, to Muskegon, MI**

#### Section 1. General

(a) An unmanned river service dry cargo barge operating on certain Lake Michigan routes may be exempted from the Great Lakes load line requirements

of 46 CFR part 45 provided instead that it is issued a limited service domestic voyage load line certificate in accordance with the requirements of this notice of exemption.

(b) This notice of exemption supersedes the notice published in the Federal Register on March 31, 1995 (60 FR 16693), as amended by the notice of September 28, 1995 (60 FR 50234).

(c) The American Bureau of Shipping (ABS Americas) is hereby authorized to issue limited service domestic load line certificates to barges meeting the requirements of this notice.

(d) Towing vessel masters are responsible for complying with the operational restrictions and requirements of this notice.

(e) Load line certificates issued under this notice are valid for both the Chicago/Milwaukee and the Chicago/Muskegon routes described herein. Certificates issued under previous notices which only list the Milwaukee and/or St. Joseph route(s) may be amended upon written request to ABS Americas.

#### Section 2. Conditions of Assignment

A barge that meets the following requirements may be issued a Limited Service Domestic Voyage Load Line Certificate by the American Bureau of Shipping (ABS):

(a) Only unmanned, river service, dry cargo barges may be issued this certificate.

(b) The barge must be built and maintained to the minimum scantlings of the ABS River Rules in effect at the time of construction. ABS must be provided with evidence of compliance with the River Rules.

(c) The certificate must limit barge operations to two routes on Lake Michigan: between Calumet Harbor (Chicago), Illinois and Milwaukee, Wisconsin; and between Calumet Harbor and Muskegon, Michigan.

(d) Except in accordance with paragraph (i)(6) below, the term of the certificate is five years.

(e) The operational restrictions and requirements per Sections 2 and 3 of this notice must appear on the certificate.

(f) The barge length-to-depth ratio cannot exceed 22.

(g) The freeboard assigned to the barge must be at least 24 inches (610 millimeters). For an open hopper barge, the freeboard combined with the height of the cargo box coamings must be at least 54 inches (1,372 millimeters).

(h) An initial load line survey under 46 CFR 42.09-25, and subsequent annual surveys under 46 CFR 42.09-40, are required.

(i) At the request of the barge owner, the initial load line survey may be conducted with the barge afloat if the following conditions are met:

(1) The barge is less than 10 years old.

(2) The draft during the survey does not exceed 15 inches (380 millimeters).

(3) The barge is empty and thoroughly cleaned of all debris, excessive rust, scale, mud, and liquids.

(4) Gaugings are taken to the extent necessary to verify that the scantlings are in accordance with approved drawings.

(5) The bottom and side shell plating below the light waterline are closely examined internally. If the surveyor determines that sufficient cause exists, the surveyor may require that the barge be drydocked or hauled out and further external examination conducted.

(6) When the barge reaches 10 years of age or upon the expiration of its initial load line certificate, whichever occurs first, the barge must be drydocked or hauled out and examined externally.

#### Section 3. General Operating Requirements

The following operational restrictions and requirements apply to all river barge tows on limited domestic service load line routes on Lake Michigan:

(a) The barges can only be operated on the routes specified on their load line certificates.

(b) Barges may make cargo stops at intermediate ports along a route; however, they may not carry cargo directly from a Lake Michigan port on one route to a Lake Michigan port on the other route without first entering the river system at Calumet Harbor.

(c) Barges cannot be manned.

(d) Only dry cargoes may be carried (no liquid cargoes, not even in drums).

(e) Hazardous materials, as defined in 46 CFR part 148 and 49 CFR chapter 1, subchapter C, may not be carried as cargo.

(f) The maximum number of barges in a tow is three.

(g) The towing vessel must have adequate horsepower to handle the size of the tow, with a minimum of 1,000 HP for tows to Milwaukee and St. Joseph (Benton Harbor), and a minimum of 1,500 HP for tows between St. Joseph and Muskegon.

(h) *Pre-Departure Inspection:* Before beginning each voyage, the towing vessel master shall ensure that each barge of the tow meets the following requirements:

(1) A valid load line certificate is on board.

(2) The barge is not loaded deeper than its load line marks.

(3) The deck and side shell plating are free of visible holes, fractures, or serious indentations, as well as damage that would be considered in excess of normal wear.

(4) The cargo box side and end coamings are watertight.

(5) All manholes are covered and secured watertight.

(6) Precautions have been taken to prevent shifting of cargo.

(i) *Weather limitations*

(1) Prior to departure, the towing vessel master shall determine the weather forecast along the planned route (the Marine Weather Forecast (MAFORS), Lake Weather Broadcasts (LAWEB), or NOAA Weather Radio), and continue to monitor the forecast during the voyage.

(2) If the wind speed and wave heights are expected to exceed the limits below at any time during the planned voyage, then the tow may not leave harbor.

(3) When operating between Chicago and Milwaukee, the limiting conditions are as follows:

Wind direction	Continuous velocity	Wave height
NE, E, SE	15 knots .....	4 feet (1.2 m).
N, NW, W, SW, S.	20 knots .....	4 feet (1.2 m).

(4) When operating between Chicago and Muskegon, the limiting conditions are as follows:

Wind direction	Continuous velocity	Wave height
N, NW, W, SW.	15 knots .....	4 feet (1.2 m).
NE, E, SE, S.	20 knots .....	4 feet (1.2 m).

(5) While underway, if the wind speed and wave height exceed the limits above, then the tow must proceed immediately to the nearest harbor of safe refuge.

(j) The distance from shore during the course of a voyage may not exceed 5 nautical miles.

(k) Towing is permitted only if ice conditions are such that operation of the vessel is not imperiled.

(l) The operational requirements in this section are in addition to other applicable requirements for operation on the Great Lakes.

*Section 4. Additional Requirements for Tows Between St. Joseph, MI, and Muskegon, MI*

This section presents additional operational restrictions and requirements that apply to towing

vessels moving limited service load line barges on eastern Lake Michigan between St. Joseph and Muskegon.

(a) *Operational Plan:* Aboard the towing vessel must be an operational plan that is available for ready reference by the master. The plan must include the following:

(1) The operational restrictions and requirements per sections 3 and 4 of this notice.

(2) A list of mooring/docking facilities (with phone numbers) in St. Joseph, Holland, Grand Haven, and Muskegon that can accommodate the tow.

(3) A list of towing firms (with phone numbers) that have the capability to render assistance with the tow, if required.

(b) *Towing Vessel Requirements:* The towing vessel must have power and equipment as follows:

(1) Sufficient power to handle the tow, but not less than 1,500 HP.

(2) Two independent voice communication systems in operable condition, such as VHF radio, radiotelephone, cellular phone, etc. At least two persons aboard the vessel must be capable of using the communication systems.

(3) Cutting gear that can quickly cut the towline at the towing vessel, should it become necessary to do so. The cutting gear must be in operable condition, and appropriate for the type of towline being used (wire, poly, nylon, etc.). At least two persons aboard the vessel must be capable of using the cutting gear.

(c) *Pre-Departure Verifications*

(1) Prior to departing port at Chicago on northbound voyages destined for ports beyond St. Joseph, the towing vessel master must contact a mooring/docking facility in St. Joseph, Holland, Grand Rapid, and Muskegon to verify that sufficient space is available to accommodate the tow. Similar confirmation must be made for southbound voyages. The tow cannot venture onto Lake Michigan without confirmed space available.

(2) The towing vessel master must also contact the dock operator at the destination port to get an update on local weather conditions.

(d) *Log Entries:* Prior to getting underway, the towing vessel master must note in the log book the pre-departure barge inspections, verification of mooring/docking space availability, and weather forecast checks were performed.

(e) *Training and Planning:* This plan should form the basis for special training for towing vessel masters and crew, particularly barge handling under adverse weather conditions, use of the

towline cutting gear and communications system, and other emergency procedures.

Dated: August 16, 1996.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Marine Safety and Environmental Protection.

[FR Doc. 96-21735 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-14-M

**Federal Aviation Administration**

**Agency Information Collection Activity for OMB Review**

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.) this notice announces the request for clearance of an information collection activity will be forwarded to the Office of Management and Budget (OMB). This information collection activity is currently part of another approved collection and cleared under OMB number 2120-0033. The request to OMB is to separate this collection out of 2120-0033 and give it its own number.

**DATES:** Comments should be submitted by October 25, 1996.

**ADDRESSES:** Comments on this collection may be mailed or delivered in duplicate to the FAA at the following address: Ms. Judith Street, Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Ave., SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judith Street at the above address or on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:** The FAA solicits comments on this collection of information in order to: Evaluate the necessity of the collection; the accuracy of the agency's estimate of the burden; the quality, utility, and clarity of the information to be collected; and possible ways to minimize the burden of the collection. The information collection activities associated with the Representatives of the Administrator, CFR part 183, including Aviation Medical Examiners, are currently cleared under OMB number 2120-0033. For administrative ease, the FAA proposes to separate the Aviation Medical Examiner clearance from the rest of the Representatives of the Administrator. There is no change in the CFR requirements. It is proposed that the Aviation Medical Examiner program be given a separate OMB clearance