

three Performance Standards for one of the skills.

Four Skills: Control fire-fighting operations aboard ships; organize and train fire parties; inspect and service fire-detection and fire-extinguishing systems and equipment; and investigate and compile reports on incidents involving fire.

The Performance Condition for the skill entitled, "investigate and compile reports on incidents involving fire" is: "In a mockup of a shipboard-fire or in a live fire-training facility, when presented with the remains of a fire in a fully involved and heavily damaged space (consistent with that of a ship of 500 Gross Tonnage (ITC) or more) for which the point(s) of origin and cause are unknown".

The Performance Behavior for the same skill is: "when asked, the candidate will describe the process of determining the point(s) of origin of the fire, using burn patterns; charred debris, material and structural damage, discoloration, and distortion, and other physical evidence."

The Performance Standards for the same skill are: "descriptions of physical evidence are relevant to determining the point of origin; process continually eliminates areas that are not points of origin; and the point(s) of origin is (are) identified correctly and completely."

If the mariner properly meets all of the Performance Standards, he or she passes the practical demonstration. If he or she fails to properly carry out any of the Performance Standards, he or she fails it.

Why Is the Coast Guard Taking This Action?

The Coast Guard is taking this action to comply with STCW, as amended in 1995 and incorporated into domestic law at 46 CFR parts 10, 12, and 15 in 1997. Guidance from the International Maritime Organization on shipboard assessments of proficiency suggests that Parties develop standards and measures of performance for practical tests as part of their programs for training and assessing seafarers.

How May I Participate in This Action?

You may participate in this action by submitting comments and related material on the national performance measures proposed here. (Although the Coast Guard does not seek public comment on the measures recommended by MERPAC, as distinct from the measures proposed here, those measures are available on the Internet at the Homepage of MERPAC, <http://www.uscg.mil/hq/g-m/advisory/merpac/merpac.htm>.) These measures

are available on the Internet at <http://dms.dot.gov>. They are also available from Mr. Gould or Mr. Miente where indicated under **ADDRESSES**. If you submit written comments please include-

- Your name and address;
 - The docket number for this Notice [USCG 2000-7694];
 - The specific section of the performance measures to which each comment applies; and
 - The reason for each comment.
- You may mail, deliver, fax, or electronically submit your comments and related material to the Docket Management Facility, using an address or fax number listed in **ADDRESSES**. Please do not submit the same comment or material more than once. If you mail or deliver your comments and material, they must be on 8½-by-11-inch paper, and the quality of the copy should be clear enough for copying and scanning. If you mail your comments and material and would like to know whether the Docket Management Facility received them, please enclose a stamped, self-addressed postcard or envelope. The Coast Guard will consider all comments and material received during the 60-day comment period.

Once we have considered all comments and related material, we will publish a final version of the national performance measures for use as guidelines by the general public. Individuals and institutions assessing the competence of mariners may refine the final version of these measures and develop innovative alternatives. If you vary from the final version of these measures, however, you must submit your alternative to the National Maritime Center for approval by the Coast Guard under 46 CFR 10.303(e) before you use it as part of an approved course or training program.

Dated: July 27, 2000.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 00-19834 Filed 8-3-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Review and Approval From the Office of Management and Budget (OMB) of a Proposed Public Collection of Information

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the FAA is planning to submit a proposed information collection request to the Office of Management and Budget (OMB) for review and approval. Through this notice, the FAA is soliciting comment on the proposed, one-time information request of a Volcanic Ash User Needs Survey.

DATES: Comments must be received on or before October 3, 2000.

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Mr. Steven Albersheim, Room 8320, Federal Aviation Administration, Aviation Weather Policy Division, ARW-100, 400, 7th Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street at 800 Independence Ave., SW., Washington, DC 20591, or on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Title: Volcanic Ash User Needs Survey.

Abstract: Volcanic activity, specifically volcanic ash, constitutes a severe hazard to aviation. Over the past 20 years there have been numerous reports and aircraft encounters with volcanic ash at cruise altitude. The FAA as part of its responsibility to safeguard the usage of the National Airspace System (NAS) has a variety of ways to alert users of the inherent dangers associated with volcanic ash. This includes surface observations, Volcanic Ash Advisories, pilot reports, volcanic ash graphics, Notice to Airmen, and significant meteorological statements. All of these products are generally available to users of the NAS during a volcanic eruption that results in an ash cloud that endangers the safety of flight or ground operations at the aerodrome. However, there is evidence that FAA needs to improve the quality of information and dissemination for products to flight crews, airline operations centers (*i.e.*, dispatchers and meteorologists), and airport managers. To accomplish this, the FAA plans to survey a variety of airline/airport service professionals and pilots to better understand their specific operational needs. The results of the survey will be used to identify the shortfalls in the existing alerting mechanism with the aim of defining firm requirements to improve the quality of information on volcanic eruptions/ash and its dissemination to users of the NAS.

The survey consists of four parts. The first part of the questionnaire identifies the respondent's function and responsibility with regard to the usage

of volcanic ash products. The second part of the survey requests participants to identify whether they have any operational experience with volcanic ash. If participants respond positively that they have had experience with volcanic ash, they are then requested to complete the third and fourth part of the survey. The third part of the survey requests participants to assess the quality of products available and means to improve them or develop any new products that may be required. The final part of the survey requests participants to describe their training needs to better understand existing products and how to improve decision making.

Description and number of proposed respondents: A survey has been designed to gather information from flight crews, dispatchers, and airport managers. It is anticipated that the FAA will survey approximately 50 flight crew members, 20 dispatchers in airline operations centers, 30 meteorologists in airline meteorological departments and 15 airport managers. The survey of these individuals is to be a one time event.

Burden hours: It is estimated that it will take about 30 to 60 minutes to answer the questionnaire. Using the higher 60 minute estimate, the total burden, if all respond, would be 115 hours for all respondents combined.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. Therefore, the FAA is soliciting comments to: (i) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (ii) Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (iii) Enhance the quality, utility, and clarity of the information to be collected; and (iv) minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated electronic, mechanical or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Issued in Washington, DC, on July 28, 2000.

Patricia W. Carter,

Acting Manager, Standards and Information Division, APF-100.

[FR Doc. 00-19842 Filed 8-3-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Announcement of Receipt of Notice of Proposed Restriction on Stage 2 and 3 Operations at Flying Cloud Airport, Eden Prairie, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed restrictions.

SUMMARY: The Federal Aviation Administration (FAA) has been notified by the Minneapolis-St. Paul Metropolitan Airports Commission (MAC) that it proposes to restrict jet aircraft not meeting Federal Aviation Regulations (FAR) Part 36 Stage 3 requirements from using the Flying Cloud Airport between the nighttime hours of 2200 and 0600 local time, and to restrict nighttime maintenance run-ups for all aircraft between the nighttime hours of 2200 and 0600 local time. Implementation of the proposed restrictions would be by an amendment to existing MAC Ordinance 51.

The MAC has provided notice of the proposed restriction and an opportunity to comment to the public pursuant to the Airport Noise and Capacity Act of 1990 and FAR Part 161. Notice of the proposed restrictions and availability of the analysis was locally published by the MAC on July 11, 2000.

EFFECTIVE DATE: A public hearing on the proposed restriction will be held at 7:00 PM on August 15, 2000, in the auditorium of the Hennepin Technical College, 9200 Flying Cloud Drive, Eden Prairie, MN. The comment period ends on August 30, 2000.

ADDRESSES: Comments on the proposed restrictions may be submitted to: Mark Ryan, Metropolitan Airports Commission, 2901 Metro Drive, Suite 525, Bloomington, MN 55425; Phone: (612) 726-8129; Fax: (612) 794-4407.

FOR FURTHER INFORMATION CONTACT: For further information, copies of the complete text of the proposed restrictions, and copies of the supporting analysis, contact Mark Ryan at the address or telephone number noted above. These documents are also available for public inspection at the above address.

Issued in Minneapolis, MN, on July 25, 2000.

Nancy M. Nistler,

Manager, Minneapolis Airports District Office.

[FR Doc. 00-19840 Filed 8-3-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (00-03-C-00-BIL) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Billings Logan International Airport, Submitted by the City of Billings for Billings Logan International Airport, Billings, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Billings Logan International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before September 5, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: David P. Gabbert, Manager; Helena Airports District Office; Federal Aviation Administration; FAA Building, Suite 2; 2725 Skyway Drive; Helena, MT 59602.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. J. Bruce Putnam, Director of Aviation and Transit, at the following address: 1901 Terminal Circle, Room 216, Billings, MT 59105-1996

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Billings Logan International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: David P. Gabbert, Manager, at (406) 449-5271. Address: Federal Aviation Administration; Airports District Office; FAA Building Suite 2; 2725 Skyway Drive; Helena, MT 59602. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (00-03-C-00-BIL) to impose and use PFC revenue at Billings Logan International Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 27, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Billings, Billings Logan International Airport, Billings, MT, was substantially complete within the