

[CGD 95-085]**Chemical Transportation Advisory Committee (CTAC) Meeting****AGENCY:** Coast Guard, DOT.**ACTION:** Notice of rescheduled meeting.

SUMMARY: Due to the severe winter weather in Washington, DC, the Hazardous Substances Response Plan (HSRP) Subcommittee meeting and CTAC meeting originally scheduled for Wednesday, January 10, 1996 and Thursday, January 11, 1996, respectively, as published in [CGD 95-085] on Tuesday, November 28, 1995 [60 FR 58720] were postponed. CTAC has rescheduled its meeting to discuss various issues relating to the marine transportation of hazardous materials in bulk. The meeting is open to the public. The meeting of the HSRP Subcommittee has not been researched as of this date.

DATES: The rescheduled CTAC meeting will be held on Monday, February 26, 1996 from 10 a.m. to 3 p.m. Persons wishing to make oral presentations or provide written material during the meeting should notify the Executive Director, listed below under **ADDRESSES**, on or before February 19, 1996.

ADDRESSES: The CTAC meeting will be held in Room 2415, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. Written material should be sent to Commander Kevin S. Cook, Executive Director, Commandant (G-MOS-3), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Commander Kevin S. Cook, Executive Director, or Lieutenant Rick J. Raksnis, Assistant to the Executive Director, Commandant (G-MOS-3), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-1217, fax (202) 267-4570.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C., App. 2, 1 *et seq.* The agenda for the CTAC meeting will comprise the following topics:

- (1) Introduction and swearing-in of new Executive Director and new members;
- (2) Progress report from the *ad hoc* 46 CFR Part 152 Subcommittee;
- (3) Progress report from the HSRP Subcommittee;
- (4) Presentation of task statement, and formation of the Prevention through People Subcommittee;
- (5) Status Report on the Navigation and Vessel Inspection Circular (NVIC) on tank barge cleaning;

- (6) Status Report on policy guidance for Marine Vapor Control Systems; and
- (7) Status Report on the implementation of the International Safety Management Code, Safety of Life at Sea, Chapter IX, as amended.

Dated: January 25, 1996.
Joseph J. Angelo,
Director for Standards, Office of Marine Safety, Security and Environmental Protection.
[FR Doc. 96-2151 Filed 1-31-96; 8:45 am]
BILLING CODE 4910-14-M

[CGD 96-003]**Towing Safety Advisory Committee****AGENCY:** Coast Guard, DOT.**ACTION:** Notice of meeting.

SUMMARY: The Towing Safety Advisory Committee (TSAC) and its working groups will meet to discuss various issues relating to shallow-draft inland and coastal waterway navigation and towing safety. The agenda will include working group reports and discussion of various Coast guard programs such as Prevention Through People and Casualty Investigation. The meetings will be open to the public.

DATES: The working group meetings will be held on Wednesday, February 28, 1996, from 9 a.m. to 4:30 p.m. the committee meeting will be held on Thursday, February 29, 1996, from 9 a.m. to 1 p.m. Written material must be received not later than February 15, 1996.

ADDRESSES: The meetings will be held in the offices of Texaco, in the Firechief Room, at Texaco Center, 400 Poydras Street, New Orleans, LA 70130. Written material should be submitted to LTJG Patrick J. DeShon, the Assistant Executive Director, U.S. Coast Guard (G-MMS-1), 2100 Second Street SW., Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Assistant Executive Director, LTJG Patrick J. DeShon, U.S. Coast Guard (G-MMS-1), 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-2997.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 1 *et seq.* The agenda for the Committee meeting includes the following:

Follow-up to Past Recommendations

- (1) Radar training for towing vessel operators.

Work Group Reports

- (1) Licensing of towing vessel operators;
- (2) Prevention Through People;
- (3) Distinguishing marine assistance towing;
- (4) Casualty investigation;
- (5) Adequacy of tug/barge navigation lights; and
- (6) Revision of 46 CFR marine investigation regulations.

New Issues

- (1) Offshore supply towing industry; and
- (2) Adequacy of tug/barge navigation lights.

With advance notice, and at the discretion of the Chair, members of the public may present oral statements during the meeting. Persons wishing to make oral presentations should notify the person listed under **FOR FURTHER INFORMATION CONTACT** not later than February 20, 1996. Written materials may be submitted for presentation to the Committee any time; however, to ensure distribution to each Committee member, 45 copies of the written material should be submitted by February 15, 1996.

Dated: January 26, 1996.
Joseph J. Angelo,
Director for Standards, Office of Marine Safety, Security and Environmental Protection, U.S. Coast Guard.
[FR Doc. 96-2152 Filed 1-31-96; 8:45 am]
BILLING CODE 4910-14-M

Federal Aviation Administration**[Summary Notice No. PE-96-3]****Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary

is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before February 21, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmtsmail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on January 26, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28411.

Petitioner: United Parcel Service.

Sections of the FAR Affected: 14 CFR 121.695 and 121.697.

Description of Relief Sought: To allow the pilots in command of UPS airplanes to carry, in the airplane, to its destination, a copy of the load manifest in an electronic form in lieu of a paper copy.

Dispositions of Petitions

Docket No.: 28324.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 25.811(d)(1).

Description of Relief Sought/Disposition: To permit exemption from the emergency exit locator sign requirements of § 25.811(d)(1) for the Cessna Model 750 airplane.

DENIAL, December 18, 1995, Exemption No. 6251.

[FR Doc. 96-2113 Filed 1-31-96; 8:45 am]

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Research, Engineering and Development Advisory Committee

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held on February 14 and 15, 1996, in Rooms 9ABC at the Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591.

On Wednesday, February 14 the meeting will begin at 9 a.m. and end at 5 p.m. On Thursday, February 15 the meeting will begin at 8 a.m. and end at 12 noon. The meeting agenda includes several subcommittee report outs, a report of the Challenge 2000 Subcommittee, a System Architecture Briefing and a Free Flight Briefing.

Attendance is open to the interested public but limited to space available. With the approval of the committee chair, members of the public may present oral statements at the meeting. Persons wishing to attend the meeting, obtain information or present oral statements, should contact Lee Olson at the Federal Aviation Administration, AAR-200, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-7358.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 25, 1996.

Andres G. Zellweger,

Director, Aviation Research.

[FR Doc. 96-2112 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement/Section 4(f) Evaluation: Ontonagon, Ontonagon County, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement/Section 4(f) Evaluation will be prepared for the proposed M-64 structure replacement over the Ontonagon River in Ontonagon, Ontonagon County, Michigan. Also being studied is the relocation of the M-64 alignment with

up to 2.0 kilometers (1.3 miles) of new approach roadway.

FOR FURTHER INFORMATION CONTACT:

Mr. James A. Kirschensteiner, Program Operations Engineer, FHWA, 315 W. Allegan Street, Room 207, Lansing, Michigan, 48933, Telephone: (517) 377-1880; or Mr. Ronald S. Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan, 48909, Telephone: (517) 335-2621.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Michigan Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) Section 4(f) Evaluation for the proposed replacement of the M-64 swing bridge over the Ontonagon River in Ontonagon, Ontonagon County, Michigan. The existing swing bridge built in 1939 is in need of major maintenance to the deck and piers. This structure has been determined to be of historical importance since it is the last swing bridge on the Michigan trunkline system. The swing bridge expands when open in hot weather and needs to be cooled down to close, thus creating motorist delays. The bridge provides a substandard opening for both navigation and water flow in the Ontonagon River. Low underclearance in combination with relatively close pier spacing and windrowed ice at the mouth of the river has also created ice jams on the upstream side of the bridge during the spring breakup. At various times this situation has caused flooding in downtown Ontonagon. There is also concern of a major ice blockage causing damage to the bridge resulting in a 130 kilometer (81 mile) detour over state highways.

Alternatives include: (1) no action, (2) rehabilitate the existing swing structure, (3) construct new moveable bridge adjacent to existing structure (Alternative A), (4) Alternatives B, B-2, C, D, and E involve constructing a fixed structure on new alignment upstream of the marina. Traffic will be maintained on the existing structure while Alternatives A, B, C, D, or E structures are being built.

Alternative A would involve constructing a bascule type lift bridge approximately 35 meters (115 feet) upstream of the existing structure. This alternative starts approximately 140 meters (460 feet) northeast of the railroad crossing on M-64, parallels the existing alignment for 0.8 kilometer (0.5 mile), and ties into River Street 35 meters (115 feet) southeast of the