

(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 N, NW, W, SW, S.	15 knots 20 knots	4 feet (1.2 m). 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. NE, E, SE, S.	15 knots 20 knots	4 feet (1.2 m). 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

number. At this time of request for clearance, the Aviation Medical Examiner Designation Application form, FAA form 8520-2 is being updated to include a few additional boxes to check off. The additional information does not constitute a significant increase in time to complete the form since it would only involve one data element and check marks in the appropriate boxes.

The additional data elements are as follows:

- A box to check off whether the doctor is male or female. (This will be done to provide that information to airmen and women who request a doctor of a specific gender.)
- A space for social security number. (This is a voluntary request.)
- An addition of more specialties in the medical specialty category from which the applicant can choose.
- In the General Information portion of the application, the addition of two questions to check off a yes or no.

Title: 2120-xxxx, Aviation Medical Examiner Program.

Abstract: This information is collected for the purpose of obtaining essential information concerning the applicants' professional and personal qualifications. The FAA uses the information provided to screen and select the designees who serve as aviation medical examiners. The information is also used to make a list of designated aviation medical examiners readily available to the public.

Need: 14 CFR 183 implements the provisions of Title 49 U.S.C., section 44702.

Respondents: The respondents are an estimated 450 individuals applying to become aviation medical examiners.

Frequency: On occasion.

Burden: 225 hours annually.

Issued in Washington, DC., on August 19, 1996.

Steve Hopkins,

Manager, Corporate Information Division,
ABC-100.

[FR Doc. 96-21717 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-96-41]

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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before September 16, 1996.

ADDRESS: 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: nprmcmts@mail.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. Fred Haynes, (202) 267-3939 or Ms. Marisa Mullen, (202) 267-9681, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

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 August 21, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28660.

Petitioner: Collings Foundation.

Sections of the FAR Affected: 14 CFR 91.315 and 91.319.

Description of Relief Sought: To permit the Collings Foundation to conduct the carriage of passengers on local flights in their limited category B-17 and experimental category B-24

aircraft in support of Collings Foundation fund raising efforts.

[FR Doc. 96-21740 Filed 8-21-96; 3:33 pm]

BILLING CODE 4910-13-M

Federal Interagency Committee on Aircraft Noise Meeting Agenda

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public forum.

SUMMARY: The FAA is issuing this notice to advise the public of a forum sponsored by the Federal Interagency Committee on Aircraft Noise (FICAN) to discuss aircraft noise issues.

DATES: The forum will be held on October 4, 1996.

ADDRESS: The forum will be held at the Jackson Federal Building, 915 Second Ave., Seattle, Washington 98174.

FOR FURTHER INFORMATION CONTACT:

Mr. Thomas Connor, Manager, Technology Division (AEE-100), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591, fax (202) 267-5594.

SUPPLEMENTARY INFORMATION: Notice is hereby given of a public forum sponsored by the Federal Interagency Committee on Aircraft Noise (FICAN) to be held on October 4, 1996.

On March 16, 1993, representatives of the agencies that participated on the Federal Interagency Committee on Noise (FICON) met and agreed to establish a standing committee to be known as FICAN. The standing interagency committee will provide a permanent aviation noise research and development (R&D) forum, which will assist agencies in providing adequate forums for discussion of public and private proposals, identify needed research, and encouraging R&D efforts in these areas. FICAN held their last public forum on March 2, 1995 at the Naval Air Station Miramar, San Diego, CA. The public forum consisted of presentations by the FICAN members on current and future aircraft noise research projects, followed by an open comment and discussion period.

The agenda for the meeting will include:

- Presentation of current and future aircraft noise research projects that are funded by the Federal members of FICAN.
- Public concern/discussion and comment period.

Attendance is open to the public, but will be limited to the space available. The public must make arrangements by