

- (7) Boating Accident Reporting Subcommittee report.
- (8) Recreational Boating Safety Program report.
- (9) National Association of State Boating Law Administrators report.
- (10) Discussion of mandatory personal flotation device wearing requirements request for comments.
- (11) Discussion of mandatory boating safety education request for comments.
- (12) Discussion of waterways management issues.
- (13) Discussion of life rafts and emergency position indicator beacons.
- (14) Presentation on the Global Maritime Distress and Safety System and National Distress System modernization projects.
- (15) Discussion on personal watercraft issues.
- (16) Report and discussion of nonprofit grants.
- (17) Discussion of regulations review.

Boat Occupant Protection Subcommittee. The agenda includes the following:

- (1) Review actions to date related to progress on the Propeller Injury Prevention Initiative with discussion by the subcommittee.
- (2) Review of boat occupant protection research completed and planned.
- (3) Discuss risk avoidance alternatives.

Prevention Through People Subcommittee. The agenda includes the following:

- (1) Continue development of a Prevention Through People action plan for integration into boating safety education, awareness and promotional activities.

Navigation Light Subcommittee. The agenda includes the following:

- (1) Review and discuss issues and data concerning the proper display and installation of navigation lights.
- (2) Review aspects of display and installation of navigation lights that need to be addressed through safety program intervention and recommend courses of corrective actions.

Life Saving Index Subcommittee. The agenda includes the following:

- (1) Assist in developing an action plan for establishment of a Life Saving Index standard.
- (2) Review personal flotation device (PFD) impact protection issues and recommend a course of action.
- (3) Establish a definition for "high speed" activity.
- (4) Discuss other PFD issues.

Boating Accident Reporting Subcommittee. The agenda includes the following:

- (1) Review Coast Guard efforts and plans to attack under-reporting of recreational boating accidents.
- (2) Provide input for a Coast Guard report to Congress on ways of increasing boating accident reporting.

Procedural

All meetings are open to the public. At the Chairpersons' discretion, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations at the meetings should notify the Executive Director no later than April 12, 1997. Written material for distribution at a meeting should reach the Coast Guard no later than April 19, 1997. If a person submitting material would like a copy distributed to each member of the committee or subcommittee in advance of a meeting, that person should submit 25 copies to the Executive Director no later than April 12, 1997.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: March 20, 1997.

Thomas J. Meyers,

Captain, U.S. Coast Guard, Acting Director of Operations Policy.

[FR Doc. 97-7622 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-14-M

[CGD 97-016]

National Preparedness for Response Exercise Program (PREP)

AGENCY: Coast Guard, DOT.

ACTION: Notice of a public workshop and the exercise schedule for calendar years 1997, 1998, and 1999; requests for comments.

SUMMARY: The Coast Guard, the Environmental Protection Agency (EPA), the Research and Special Programs Administration (RSPA) and the Minerals Management Service (MMS), in concert with the states, the oil industry and concerned citizens, developed the Preparedness for Response Exercise Program (PREP). This notice announces the next PREP workshop and the next triennial PREP schedule. The schedule covers calendar years 1997, 1998, and 1999. This notice requests industry volunteers for industry-and government-led exercises.

DATES: The workshop will be held on April 8, 1997 from 5:30 PM to 7:30 PM.

Comments must be received on or before April 30, 1997.

ADDRESSES: The workshop will be held in rooms 203/204 at the Greater Fort Lauderdale/Broward County Convention Center, 1950 Eisenhower Boulevard, Fort Lauderdale, FL 33316. Written comments should be submitted to COMMANDANT (G-MOR-2), Room 2100, U.S. Coast Guard Headquarters, 2100 Second Street, SW; Washington, DC, 20593-0001. ATTN: Ms. Karen Sahatjian.

FOR FURTHER INFORMATION CONTACT: For general information regarding the PREP program and the schedule, contact Ms. Karen Sahatjian, Marine Safety and Environmental Protection Directorate, Office of Response, (G-MOR-2), (202) 267-2850. The schedule and exercise design manual is available on the internet at <http://www.navcen.uscg.mil> or to obtain a hard copy of the design manual, contact Ms. Toni Hundley at the Office of Pipeline Safety at (202) 366-4397. The 1994 PREP Guidelines and Training Elements are available at no cost by writing or faxing the TASC Dept Warehouse, 3341 Q 75th Avenue, Landover, MD 20785, fax: 301-386-5394. The stock numbers of each manual are: PREP Guidelines—USCG—X0191; the Training Reference—USCG—X0188. Please indicate the quantity when ordering. Quantities are limited to 10 per order.

SUPPLEMENTARY INFORMATION:

Background Information

The workshop will address several issues that have been raised by exercise participants and response plan holders. The topics to be discussed at the workshop include, but are not limited to: (1) Developing and Evaluating an Oil Spill Response Exercise, (2) government-initiated unannounced exercises, (3) minor changes to existing PREP Guidelines, and (4) the proposed triennial exercise schedule. The following information is provided as background in preparation for the workshop.

The Coast Guard, EPA, RSPA and MMS developed the National Preparedness for Response Exercise Program (PREP) to provide guidelines for compliance with the Oil Pollution Act of 1990 (OPA 90) pollution response exercise requirements (33 U.S.C. 1321(j)). OPA 90 requires periodic unannounced drills. See 33 U.S.C. 1321(j)(7). However, the working group (comprised of Coast Guard, EPA, RSPA, MMS, state representatives, and industry representatives) determined that the PREP Guidelines should also include announced drills. See 33 CFR

154.1055(a)(5) and 155.1060(c), and 40 CFR 112. The guiding principles for PREP distinguish between internal and external exercises. Internal exercises are conducted within the plan holder's organization. External exercises extend beyond the plan holder's organization to involve other members of the response community. External exercises are separated into two categories: (1) Area exercises, and (2) Government-initiated unannounced exercises. These exercises are designed to evaluate the entire response mechanism in a given area to ensure adequate pollution response preparedness.

1. Guidelines for Developing and Evaluating an Oil Spill Response Exercise

The PREP Guidelines have been extremely valuable to exercise participants. However, the Coast Guard and other federal agencies received numerous requests for a more detailed guide to develop Area exercises, especially for Industry-led exercises. A manual used by the National Strike Force Coordination Center (NSFCC) to develop government-led exercises was rewritten to provide guidance to exercise participants.

This document is not intended to replace exercise designs already used by companies following the PREP Guidelines. It is meant to augment or provide further explanation for companies without exercise experience.

The Coast Guard realizes that some companies have their own staff to plan and execute exercises and that these exercises may differ between companies. The emphasis of these guidelines is guidance to plan holders who do not have employees experienced in developing exercises or the financial resources to hire contractors to meet their triennial exercise requirement. The Coast Guard is interested in ensuring that the response community does not neglect the exercise requirement because of lack of knowledge. This document will not be used to evaluate how well an exercise is executed. The Coast Guard would like to hear comments from the public regarding these guidelines.

2. Government-Initiated Unannounced Exercises

Recently, the Coast Guard began conducting more Government-initiated unannounced exercises. The unannounced exercises provide the opportunity for the Captain of the Port (COTP) to determine if an adequate level of preparedness exists in an area and whether the plan holder is prepared to activate the plan during an incident.

As a result of these exercises and the input of other interested parties, several issues have been identified by both industry and government. The Coast Guard is requesting comments on the following issues as outlined below.

a. Equipment Deployment

It may not always be necessary to deploy equipment as part of an unannounced exercise. Equipment deployment is typically included as part of the scenario. However, the Coast Guard may decide to test other important elements of the response plan. If the plan holder recently conducted an equipment deployment exercise, it may be redundant to have the equipment deployed again. Equipment may be used in circumstances where the COTP wants to determine the availability of equipment through Oil Spill Removal Organizations (OSROs). To afford the COTP the opportunity to ensure the Area is prepared for a spill greater than an average most probable discharge, the scenario may exceed the current 50 bbl limit.

b. Length of Exercise

To prevent the exercises from exceeding a duration of "approximately four hours", they should be focused on no more than four of the 15 objectives listed in the PREP Guidelines (August 1994). The COTP has the discretion to choose the number of objectives, but the should not exceed four.

c. Unannounced Exercise Credit

A plan holder will not be given credit for a Government-Initiated Unannounced Exercise if the plan holder does not use or follow the industry response plans. Although the planning requirements in 33 CFR 154 and 155 and 40 CFR 112 should be used as guidance, they are not performance measures for responses. For example, if the plan holder calls the OSRO and the OSRO arrives within 1½ hours (not 1 hour) because of road traffic, the plan holder should not be penalized for missing the 1 hour planning reference. Contrarily, if the plan holder does not call the OSRO until an hour into the exercise, and the plan holder has no facility owned equipment to deploy, then the Coast Guard may deny credit for the exercise. If the plan holder does not receive credit for an unannounced exercise, then the Coast Guard may return in less than 36 months to conduct another exercise. Once the plan holder receives credit from the COTP, then the plan holder will not be exercised for 36 months.

3. Changes to PREP Guidelines

Since August 1994, several commenters have highlighted discrepancies in the PREP Guidelines. The Coast Guard has determined that minor corrections to the PREP Guidelines are needed. Accordingly, the guidelines should be adjusted as follows:

Page 3-3: Currently, under objectives for QI Notification Exercises, telex could only be used if other means were not available. A telex can be used if this is the means of communication that would normally be used to report an incident. The objective should be changed to: Contact by telephone, radio-message-pager, telex, or facsimile and confirmation must be made with a qualified individual or designee as designated in the plan. The QI must acknowledge receipt of the message and action being taken.

Page 3-7: Under frequency for Emergency Procedures Exercises, change quarterly to annually.

Page 3-20: Currently, under Government-initiated unannounced exercise, the guidelines read that industry can take credit for this exercise after an actual spill. This was never the intent of the Government-initiated Unannounced Exercises. Therefore, the credit paragraph should be changed to: Plan holders participating in this exercise should take credit for appropriate internal exercises if they meet the objectives stated in the guidelines.

4. Proposed Triennial Exercise Schedule

This notice announces the PREP Schedule for Calendar Years 1997, 1998, and 1999. There are several changes since the schedule was published in the **Federal Register** on November 13, 1995 (60 FR 57050). Because of the North Cape Oil Spill in Rhode Island in 1996, Area Exercise credit was given to the Area and the company. The Incident Specific Preparedness Report will serve as the Joint Evaluation Report. Providence Area was moved to 1999 and the Caribbean Area will conduct a Government-led Area Exercise during the first quarter of 1997. As stated in 60 FR 57050, the only dates/quarters are listed for those exercises where an industry participant has already volunteered for an Industry-led Area Exercise. The industry volunteer should work with the COTP to schedule a mutually acceptable date to conduct the exercise. The dates for the Government-led Exercises will not vary much because the National Strike Force Coordination Center is under time constraints throughout the year.

Dated: March 17, 1997.

J.C. Card,

*Rear Admiral, U.S. Coast Guard, Assistant
Commandant for Marine Safety and
Environmental Protection.*

PREP SCHEDULE—GOVERNMENT-LED AREA EXERCISES

Area	Agency	Date/qtr ¹	Participant
1997			
Caribbean Area (MSO Puerto Rico OSC)	CG	2/12-13	Sun Oil. Lakehead Pipeline. ST Services/Compliance System.
Duluth-Superior Area (MSO Duluth OSC)	CG w/RSPA	4/16-17	
Jacksonville Area (MSO Jacksonville OSC)	CG	6/13-14	
Southeast Alaska Area (MSO Juneau OSC)	CG	8/11-12	
EPA Region IX (EPA OSC)	EPA	9/10-11	
New Orleans Area (MSO New Orleans OSC)	CG w/MMS	12/10-11	
1998			
Guam Area (MSO Guam OSC)	CG	1	
San Diego, CA Area (MSO San Diego OSC)	CG		
Savannah Area (MSO Savannah OSC)	CG	2	
EPA Region VII Area (EPA OSC)	EPA	3	
Long Island Sound Area (COTP Long Island Sound)	CG	3	
Morgan City Area (MSO Morgan City)	CG	4	
1999			
LA/LB North Area (MSO LA/LB OSC)	CG	1	
Prince William Sound Area (MSO Valdez OSC)	CG	2	
Boston Area (MSO Boston OSC)	CG	2	
EPA Region VI (EPA OSC)	EPA	3	
Buffalo, NY Area (MSO Buffalo OSC)	CG	4	
Virginia Coastal Area (MSO Hampton Rds OSC)	CG	4	

PREP SCHEDULE—INDUSTRY-LED EXERCISES

Area	Ind	Date/qtr	Lead
1997			
North Coast Area (MSO San Francisco OSC)	v ²	1	Mobil Corp.
Northeast North Carolina Coastal Area (MSO Hampton Rds OSC)	v		
Commonwealth of N. Mariannas Islands Area (MSO Guam OSC)	v		
Florida Panhandle Area (MSO Mobile OSC)	v	2	Kirby Corp.
Western Lake Erie Area (MSO Toledo OSC)	f (mtr) ²	3	Aramco Services. Mobil Corp.
EPA Alaska Area (EPA OSC)	p ²		
Houston/Galveston Area (MSO Houston OSC)	v		
EPA Region IV Area (EPA OSC)	p		
Detroit Area (MSO Detroit OSC)	f (mtr)		
EPA Region X Area (EPA OSC)	f (nonmtr) ²		
1998			
New York, NY Area (COTP NY OSC)	v		OMI Corp.
Southern Coastal NC Area (MSO Wilmington OSC)	v		
San Francisco Bay & Delta Region Area (MSO San Francisco OSC)	f (mtr)		
Cleveland, OH Area (MSO Cleveland OSC)	f (mtr)		
EPA Region V Area (EPA OSC)	p		
EPA Region III Area (EPA OSC)	f (nonmtr)		
Saulte Ste. Marie, MI Area. (COTP Saulte Ste. Marie OSC)	f (mtr)		
South Texas Coastal Zone Area (MSO Corpus Christi OSC)	f (mtr)		
Maryland Coastal Area (MSO Baltimore OSC)	v		
SW Louisiana/SE Texas Area (MSO Port Arthur OSC)	v		
Puget Sound Area (MSO Puget Sound)	f		
Tampa, FL Area (MSO Tampa OSC)	v		
EPA Region I Area (EPA OSC)	p		
LA/LB South Area (MSO LA/LB OSC)	v		
EPA Region II (EPA OSC)	f (nonmtr)		
Philadelphia Coastal Area (MSO Phila OSC)	v		
Chicago Area (MSO Chicago OSC)	f (mtr)		

PREP SCHEDULE—INDUSTRY-LED EXERCISES—Continued

Area	Ind	Date/qtr	Lead
1999			
Alabama/Mississippi Area (MSO Mobile OSC)	f (mtr)		
South Florida Area (MSO Miami OSC)	f (mtr)		
Portland, OR Area (MSO Portland OSC)	v		
EPA Region VIII (EPA OSC)	f (nonmtr)		
Hawaii/Samoa Area (MSO Honolulu OSC)	v		
Central Coast Area (MSO San Francisco OSC)	v		
Western Alaska Area (MSO Anchorage OSC)	v		
Eastern Wisconsin Area (MSO Milwaukee Area)	f (mtr)		
EPA Region Oceania Area (EPA OSC)	f (nonmtr)		
Maine & New Hampshire Area (MSO Portland OSC)	v		
Charleston, SC Area (MSO Charleston OSC)	v		
EPA Region II Area (EPA Caribbean OSC)	f (nonmtr)		
Providence Area (MSO Providence OSC)	v		

¹ Quarters: 1 (Jan–March); 2 (April–June); 3 (July–Sept); 4 (Oct–Dec).

² Industry: v—vessel; f (mtr) —marine transportation-related facility; f (nonmtr)—nonmarine transportation-related facility; p—pipeline.

[FR Doc. 97-7621 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-14-P

Federal Aviation Administration

Noise Exposure Map Notice, Naples Municipal Airport, Naples, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised noise exposure maps submitted by the Naples Airport Authority for Naples Municipal Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is March 18, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 29.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the revised noise exposure maps submitted for Naples Municipal Airport are in compliance with applicable requirements of part 150, effective March 18, 1997.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a

description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the revised noise exposure maps and related descriptions submitted by the Naples Airport Authority. The specific maps under consideration are "1996 EXISTING CONDITIONS NOISE EXPOSURE MAP" and "2001 FORECAST CONDITIONS REVISED NOISE EXPOSURE MAP" in the submission. The FAA has determined that these maps for Naples Municipal Airport are in compliance with applicable requirements. This determination is effective on March 18, 1997. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the revised noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 5950
Hazeltine National Drive, Suite 400,
Orlando, Florida 32822

Naples Airport Authority, 160 Aviation
Drive North, Naples, FL 34104

Questions may be directed to the individual named above under the