

For the Commission, by the Division of Market Regulation, pursuant to delegated authority, 17 CFR 200.30-(a)(12).

Margaret H. McFarland,
Deputy Secretary.

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DEPARTMENT OF STATE

[Public Notice No. 2375]

Shipping Coordinating Committee, Subcommittee on Safety of Life at Sea Working Group on Fire Protection; Notice of Meeting

The U.S. Safety of Life at Sea (SOLAS) Working Group on Fire Protection will conduct an open meeting on May 29, 1996, at 9:30 AM, in Room 4315, at U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593. The purpose of the meeting will be to prepare for discussions anticipated to take place at the Forty-first Session of the International Maritime Organization's Subcommittee on Fire Protection, scheduled for September 30, 1996.

The meeting will focus on proposed amendments to the 1974 SOLAS Convention for the fire safety of commercial vessels. Specific discussion areas include: the new mandatory Fire Test Procedures Code, proposed restructuring of Chapter II-2, halon fire extinguishing systems, emergency escape breathing devices, fire-retardant materials for fishing vessel lifeboats, criteria for maximum fire loads, fire safety measures for deep fat cooking equipment, interpretations to SOLAS 74, role of the human element in maritime casualties, safety of passenger submersible craft, recognition of test laboratories, fixed fire detection and alarm systems for new and existing cargo ships, and shipboard safety emergency plans.

Interested members of the public are encouraged to attend. For further information regarding the meeting of the SOLAS Working Group on Fire Protection contact Mr. Jack Booth at (202) 267-2997.

Dated: May 1, 1996.

Charles A. Mast,
Chairman, Shipping Coordinating Committee.
[FR Doc. 96-11804 Filed 5-9-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

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

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The FAA requested and received an emergency clearance through June 30, 1996 under OMB control number 2120-0595. This request is for the three year clearance. The ICR describes the nature of the information collection and its expected cost and burden.

DATES: Comments must be submitted by June 7, 1996.

FOR FURTHER INFORMATION CONTACT: FAA Hotline number (202) 267-7029, or the Internet Home Page: http://www.faa.gov/asu/asu100/acq-reform/acq_home.htm.

SUPPLEMENTARY INFORMATION:

Title: Federal Aviation Administration Acquisition Management System (FAAMS).

Abstract: This document contains policy guidance that implements the FY 1996 Transportation Appropriation Bill, that gave FAA an exemption from acquisition laws and provided authority to create a flexible, more cost effective system. Guidance is focused on the acquisition management system, the life cycle acquisition process, the procurement system and process, and an acquisition work force learning system. Acquisitions are handled by integrated product teams who provide support through all stages of the process.

Need: Pursuant to section 348 of Public Law 104-50, the FAA hereby develops and implements a new acquisition management system that addresses the unique needs of the agency. This document establishes the policies, guiding principles, and internal procedures for FAA's new acquisition system.

Respondents: The respondents are individuals and businesses who do or wish to do business under contract with the FAA. We estimate approximately 3,300 respondents.

Frequency: The frequency is on occasion and monthly with an estimated 1 to 12 responses per respondent.

Burden: The estimated burden is 333,292 hours annually. Comments on this collection should be submitted to the Office of Information and Regulatory Affairs, OMB, New Executive Office Bldg., 725 17th St. NW., Washington, DC 20503, Attention: Desk Officer for FAA.

Issued in Washington, D.C. on May 7, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-11787 Filed 5-9-96; 8:45 am]

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Coast Guard

[CGD 96-019]

Waterfront Facilities; Marine Transportation Related Pipeline Testing

AGENCY: Coast Guard, DOT.

ACTION: Request for comments.

SUMMARY: The Coast Guard is conducting a study to evaluate several alternative methods, in addition to those presently approved, for testing marine transfer pipelines on facilities capable of transferring oil or hazardous material, in bulk, to or from a vessel with a capacity of 250 barrels or more. These methods may provide suitable alternatives for facility operators while maintaining an equivalent level of safety.

DATES: Comments must be received on or before July 9, 1996.

ADDRESSES: Comments may be mailed to Commandant (G-MCO-3), Port and Facilities Compliance Branch, 2100 Second Street, SW, Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Lieutenant (junior grade) David Deaver, Port and Facilities Compliance Branch, Commandant (G-MCO-3), room 1104, (202) 267-0502, between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: The Coast Guard is responsible for ensuring compliance for marine transportation related (MTR) facilities, including requirements for transfer pipeline systems. The scope of this study concerns possible testing alternatives for the transfer pipeline system from the dock loading arm or manifold of the Coast Guard inspected MTR facility up to the first valve encountered after the pipe enters the Spill Prevention Control and Countermeasure (SPCC) area or the first valve encountered after the pipe enters the secondary containment

around the bulk storage tank for facilities not protected by SPCC plans.

Present regulations require that transfer pipelines be hydrostatically tested at 1.5 times the maximum allowable working pressure (MAWP) on an annual basis. In August of 1994, the Coast Guard also established guidelines for conducting pneumatic pressure testing as an alternative method. In addition, the Coast Guard has become aware of other, non-destructive testing methods, including acoustic and ultrasonic methods through several alternative requests submitted by industry and discussions with the Office of Pipeline Safety.

The Coast Guard is evaluating these other testing options to assess their suitability as alternative pipeline testing methods for facility operators while maintaining an equivalent level of safety. To accomplish this, Coast Guard is seeking comments on the following issues pertaining to the use of alternative methods for ensuring pipeline safety: (1) Whether using methods other than pressure testing would provide the same or greater level of confidence for ensuring that a pipeline meets safety standards; (2) Whether companies would apply to use other programs, to include using methods such as ultrasonic and acoustic testing, as alternatives to pressure testing; and, (3) Whether use of alternative testing methods would be physically practical and less costly than current requirements. In addition to these, the Coast Guard encourages the submission of comments regarding any other aspects of its pipeline inspection policy.

Dated: May 6, 1996.

J.C. Card,

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

[FR Doc. 96-11775 Filed 5-9-96; 8:45 am]

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Federal Aviation Administration

[Docket No. 28567]

A Call for the Development of Prototype(s) for a Global Analysis and Information Network (GAIN)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice; request for comments.

SUMMARY: David Hinson, Administrator of the Federal Aviation Administration (FAA), stresses that Zero Accidents is the only acceptable safety goal for the aviation industry and the FAA. This notice offers some ideas for the elements

needed to establish an early warning capability for existing and emerging safety concerns that would move the aviation industry towards Zero Accidents, and challenges the aviation industry to participate in developing that capability. Because of an emerging combination of improved cooperation between airline management, labor, and various governments, advancements in information technologies, and the political environment in several countries, the international aviation industry has an unprecedented opportunity, by sharing and analyzing aviation safety information, to reach Zero Accidents.

This notice (a) solicits comments on the Global Analysis and Information Network (GAIN) concept and implementation strategy for collecting and analyzing aviation safety data, and (b) invites participation in the development of proof-of-concept prototypes. All interested parties, whether or not in the aviation community, are invited to comment on the ideas presented, offer alternative solutions, indicate interest in helping to develop a GAIN prototype or the overall system itself, and comment about how government aviation safety agencies can best help the industry reach Zero Accidents.

DATES: Comments in response to this call for action must be received by June 14, 1996.

ADDRESSES: It is requested that *all* comments be submitted via the Internet by sending an e-mail message with your comments (plain text preferred, no graphics please) to: concept_paper@asyweb01.nasdac.faa.gov.

Please include your name and organization. Comments must also be mailed in hard-copy (two copies) via regular mail to: Federal Aviation Administration, 800 Independence Ave., SW., Office of Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. 28567, Washington, DC 20591.

All comments must be marked: "Docket No. 28567." Commenters wishing the FAA to acknowledge receipt of their comments must include a pre-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 28567." The postcard will be date stamped and mailed to the commenter.

Comments submitted about this Notice may be examined at the FAA at the above address in room 915G on weekdays, except on Federal holidays, between 8:30 a.m. and 5:00 p.m. In addition, commenters will be able to review all other comments by Internet.

Your submission should not contain any proprietary or other information that you do not want to be made available to the public.

FOR FURTHER INFORMATION CONTACT: Mr. Chuck Fluet, Manager, Safety Analysis Division, Office of Aviation Safety, ASY-200, Federal Aviation Administration, 400 7th Street, SW., Washington, DC 20590, telephone 202-267-GAIN (202-267-4246).

SUPPLEMENTARY INFORMATION: The aviation industry has made remarkable progress in reducing aviation accident rates. With today's volume of flights, the industry would have suffered *more than 10,000 fatalities* last year worldwide if the accident rate had not improved so dramatically since 1960. Because of this major decline in the accident rate, the industry now suffers an average of *less than 800 fatalities* worldwide per year. However, the rate has remained stubbornly consistent for about the last 10 years; and at today's accident rate, forecast growth in air transportation demand will lead to *more than 4,500 fatalities* worldwide per year by 2025—clearly an unacceptable result.

Sound methods for certifying the safety of new aviation products and procedures, as well as surveillance activities that help to ensure safe operation and maintenance of these products and procedures, have contributed significantly to the current safety levels of the aviation industry. Within the framework of these regulatory methods, technological advances in engine performance and reliability, airframes and materials, air traffic control, cockpit automation, and simulator training have contributed to the safety of the aviation system. Compliance inspections, accident and incident investigations, special studies, and program evaluations are the fundamental methods of continuing surveillance in the operating environment, and safety has improved significantly over the years in part because of the lessons learned by using these methods to understand the mistakes and oversights of the past.

Yet all too often, the industry has not been able to use data about accidents, incidents and other system anomalies to become aware of existing or emerging safety problems in time to take preventive measures. Just as traditional product design and manufacturing methods eventually gave way to new, improved principles and methods, a new safety information paradigm, with much greater sensitivity to anomalies in daily aviation system operations, could help the industry reach Zero Accidents. Just as aviation product improvements