

employment practices, including recruitment, selection, promotions, terminations, transfers, layoffs, compensation, training, benefits, and other terms and conditions of employment. Second, the policy must be placed conspicuously so that employees, applicants, and the general public are aware of the agency's EEO commitment.

The data derived from written EEO and affirmative action plans will be used by the Office of Civil Rights in monitoring grantees' compliance with applicable EEO laws and regulations. This monitoring and enforcement activity will ensure that minorities and women have equitable access to employment opportunities and that recipients of Federal funds do not discriminate against any employee or applicant because of race, color, creed, sex, national origin, or age, or disability.

Estimated Total Annual Burden: The total estimated annual burden is 6,000 hours.

3. Title: Reporting of Technical Activities by FTA Grant Recipients.

Type of Request: Extension to a currently approved information collection.

OMB Control Number: 2132-0549

Affected Public: FTA grant recipients.

Abstract: 49 U.S.C. Sections 5303 and 5313 (a) and (b) authorize the use of Federal funds to assist metropolitan planning organizations (MPOs), states, and local public bodies in developing transportation plans and programs to serve future transportation needs of urbanized areas over 50,000 in population and States throughout the nation. As part of this effort, MPOs are required to consider a wide range of goals and objectives and to analyze alternative transportation system management and investment strategies. These objectives are measured by definable activities such as suburban mobility planning and other related activities.

The information collected by these forms is used to report annually to Congress, the Secretary, and to the FTA Administrator on how grantees are responding to national emphasis areas and congressional direction, and allows FTA to track grantees' use of Federal planning and research funds.

Estimated Total Annual Burden: The total estimated burden is 150 hours.

4. Title: Bus Testing Program.

Type of Request: Extension to a currently approved information collection.

OMB Control Number: 2132-0550

Affected Public: FTA grant recipients.

Abstract: 49 U.S.C. Section 5323 © provides that no Federal funds

appropriated or made available after September 30, 1989, may be obligated or expended for the acquisition of a new bus model (including any model using alternative fuels) unless the bus has been tested at the Bus Testing Center (Center) in Altoona, Pennsylvania. 49 U.S.C. Section 5318(a) further specifies that each new bus model is to be tested for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise.

The operator of the Bus Testing Center, the Pennsylvania Transportation Institute (PTI), is under contract to the FTA. PTI operates and maintains the Center, and establishes and collects fees for the testing of the vehicles at the facility. Upon completion of the testing of the vehicle at the Center, a test report is provided to the manufacturer of the new bus model. The bus manufacturer certifies to an FTA grantee that the bus the grantee is purchasing has been tested at the Center. Also, grantees about to purchase a bus use this report to assist them in making their purchasing decisions. PTI maintains a reference file for all the test reports which are made available to the public.

Estimated Total Annual Burden: The total estimated annual burden is 50 hours.

5. Title: Prevention of Alcohol Misuse in Transit Operations.

Type of Request: Extension to a currently approved information collection.

OMB Control Number: 2132-0557.

Abstract: The Omnibus

Transportation Employee Testing Act of 1991 (Pub.L. 102-143, October 28, 1991, now codified in relevant part at 49 U.S.C. Section 5331) requires any recipient of Federal financial assistance under 49 U.S.C. Sections 5309, 5307, or 5311 or under 23 U.S.C. Section 103(e) (4) to establish a program designed to help prevent accidents and injuries resulting from the misuse of drugs and alcohol by employees who perform safety-sensitive functions. FTA's regulation, 49 CFR Part 654, "Prevention of Alcohol Misuse in Transit Operations," effective March 17, 1994, requires recipients to submit to FTA annual reports containing data which summarize information concerning the recipients' alcohol testing program, such as the number and type of test given, number of positive test results, and the kind of safety-sensitive function the employee performs. FTA uses these data to ensure compliance with the rule, to assess the misuse of alcohol in the transit industry, and to set the random testing rate. The data will also be used to assess the

effectiveness of the rule in reducing the misuse of alcohol among safety-sensitive transit employees and making transit safer for the public.

Estimated Total Annual Burden: The total estimated annual burden is 32,480 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention OST Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on October 1, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-25610 Filed 10-4-96; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 96-044]

Documentation and Marine Safety for an International, Private-Sector, Tug of Opportunity System

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting; supplemental information.

SUMMARY: This notice provides a summary of the sections of the Interim Report that will be discussed at the meeting on an international, private-sector tug of opportunity system (ITOS) to be held on October 17, 1996. Notice of this meeting was published in the Federal Register on September 12, 1996. This second notice provides additional information to improve the quality of input from the public at the meeting.

DATES: The meeting will be held October 17, 1996, from 9 a.m. to 5 p.m. Written statements and requests to make oral presentations should reach the Coast Guard on or before October 10, 1996. Other comments should reach the Coast Guard on or before October 30, 1996.

ADDRESSES: The meeting will be held on the fourth floor, North Auditorium, Jackson Federal Building, 915 Second Avenue, Seattle, Washington. Written materials may be mailed to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant W.M. Pittman, Office of Response (G-MOR-1), telephone (202) 267-0426, fax (202) 267-4085. The telephone number is equipped to record messages on a 24-hour basis.

SUPPLEMENTARY INFORMATION:

Background Information

On November 28, 1995, the President signed the Alaska Power Administration Asset Sale and Termination Act (Pub. L. 104-58), authorizing exports of Alaskan North Slope (ANS) crude oil when transported in U.S. flag tankers. Section 401 of the statute directs the Coast Guard to submit, within 15 months of enactment of the Act, a plan to Congress on the most cost-effective means of implementing an international private sector tug of opportunity system. The plan is to include a coordinated system of communication, using exiting towing vessels to provide timely emergency response to a vessel in distress transiting the waters within the boundaries of the Olympic Coast Marine Sanctuary or the Strait of Juan de Fuca.

In order to implement this action, the Department of Transportation has required that the Coast Guard establish marine safety requirements concerning crew qualification, tug performance capabilities, and response times which any proposed international tug-of-opportunity system (ITOS) must meet to ensure marine environmental safety. In addition, the Coast Guard has proposed to establish specific ITOS documentation requirements needed to properly describe the operation of any proposed ITOS so that it may be fully evaluated as required by Public Law 104-58.

These marine safety requirements and documentation requirements are contained in the Interim Report on the International, Private-Sector Tug-of-Opportunity System for the Waters of the Olympic National Marine Sanctuary and the Strait of Juan de Fuca. Initial copies of this report were provided to interested parties. Additional copies of this report may be obtained by contacting the Office of Response (G-MOR-1), Directorate of Field

Operations, U.S. Coast Guard, 2100 Second Street SW., Washington DC 20593-0001 or by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**. This notice provides a summary of the marine safety requirements and documentation requirements contained in the interim report.

A meeting to be held on October 17, 1996, was announced in the Federal Register on September 12, 1996 (61 FR 48202). This meeting is to provide the public with an opportunity to comment on the marine safety and documentation requirements contained in the interim report. The present notice provides a summary of those requirements to assist the public in preparing comments for the October 17, 1996, meeting.

A discussion of both the documentation requirements and the marine safety requirements follows. Any international, private-sector plan submitted for review must respond to the following areas:

Documentation Requirements

1. The Organizational and Operations Structure

(a) Identify the specific purpose of the international, private-sector, tug of opportunity system, which should be to check disabled vessels and tow them, if necessary, using a tug of opportunity. A tug of opportunity is a vessel with towing capabilities designed to save a disabled vessel and to prevent a drift grounding.

(b) Explain methods for tracking commercial vessel movement in relation to the tug of opportunity services provided.

(c) Provide the status of available tugs and their performance capabilities.

(d) Provide expectations for contracted tug response capabilities.

(e) Provide a means for prioritizing competing tug needs for dispatch of tug resources.

(f) Provide for cascading resource situations including identification of additional tug resources and replacement tugs to release other tugs for response.

(g) Provide an explanation of the administrative, financial, technical, and legal processes necessary to ensure an effective tug of opportunity system.

(h) Explain expected basic organization structures, governance, and administration.

(i) Explain needed interactions with other organizations.

(j) Define the mission, member responsibilities, financial commitments, terms of office, rules for operation and compensation, and other related matters.

(k) Explain the expected registration and status of the tug of opportunity system as a legal entity.

(l) Identify the day-to-day functions of the organization.

(m) Identify the functions expected to be performed by contractors or other organizations.

(n) Identify the organizational decision-making process by which a vessel may request assistance or another authority may direct assistance.

(o) Identify the method for matching tug capabilities with vessel requirements per the marine safety requirements.

(p) Identify the minimum performance requirements expected of the tug fleet to meet the range of expected assistance requests, and address special tug performance limiting factors such as specified sea, weather, wind, and current conditions.

(q) Identify the method by which 24-hour, 7-day per week monitoring of tug of opportunity system operations will be achieved.

2. Technology Issues

(a) Identify the hardware and software systems that will be used to identify and communicate with tugs, vessels, and organizations.

(b) Identify vessel transit population characteristics.

(c) Identify those vessel distress conditions that will most likely be encountered in order to assess possible instances of future need.

(d) Identify tug resources and update methods.

(e) Identify the system(s) and equipment that will be used to track a tug's location, onboard equipment, and performance capabilities.

(f) Identify a method for maintaining ready access to the performance characteristics of any tug available for response.

(g) Identify the towing equipment needed on a vessel and on a tug by using the International Maritime Organization towing package requirements or equivalent standards.

(h) Identify any pre-staged equipment packages and plans available for deployment.

(i) Indicate the international, tug of opportunity system response structure that will observe response times.

(j) Identify unique geographical characteristics and seasonal changes pertinent to the area, as well as tug resources that are typically available.

(k) Identify the method(s) by which response time requirements will be communicated, observed, and documented for assistance calls.

(l) Identify the crew qualifications necessary to operate tugs of opportunity

to satisfy the marine safety requirements.

(m) Identify training that is consistent with qualification requirements and the method for its provision.

(n) Indicate the requirements and procedures for conducting periodic testing for certification of capability.

3. Legal Requirements

(a) Identify applicable laws and regulations.

(b) Include any international law, treaty, convention issues that would preclude or unnecessarily limit an international tug of opportunity system.

(c) Identify salvage and operational legal constraints.

(d) Identify cabotage legal constraints associated with foreign towing vessels operating in U.S. waters.

(e) Indicate any liability coverage issues potentially affecting responders in the international tug of opportunity system.

(f) Indicate the use of any contractual relationship between the international tug of opportunity system and service recipients to further limit liability.

4. Fiscal Administration

(a) Identify the fee structure for organizational administration and incident-specific assistance services, the penalties for noncompliance, the billing process, and the method of collection.

(b) Identify the difference between member and nonmember use of services.

(c) Identify the process for reviewing service charges upon challenge.

(d) Identify the procedure for reimbursement of contractor and governmental authorities.

(e) Identify the requirements and expected methods to be used for initial capital investments.

Marine Safety Requirements

1. Tug Performance Criteria

(a) A tug of opportunity must be able to transit and maneuver in the Strait of Juan de Fuca in wave heights of 3 meters or more with sustained wind speed of greater than 20 knots (kts), and in offshore wave heights of 4 meters or more with sustained wind speeds of greater than 30 kts to get a line onto a disabled vessel.

(b) A tug of opportunity must meet the following requirements shown in the table in accordance with the wave heights listed.

Bollard Pull	Wave height
Class A >60 tons	5–6 meters.
Class B 40–59 tons	4 meters.
Class C 35–39 tons	3 meters.

Bollard Pull	Wave height
Class D <35 tons	calm.

(c) The minimum speed capability for a tug of opportunity is 13 kts under calm conditions.

(d) The minimum speed capability for a tug of opportunity is 10 kts under degraded conditions with offshore wave heights of 4 meters.

(e) A tug of opportunity must provide a stable work platform in wave heights of 4 meters offshore or 3 meters in the Strait of Juan de Fuca.

2. Tug Equipment Criteria

(a) Towline and terminal gear required for towing astern must be as per 33 CFR 164.74 or equivalent standard.

(b) A tug of opportunity must provide tests and inspections for the gear required in item 2 of the documentation requirements as found in 33 CFR 164.80.

(c) A tug of opportunity must have on board a line handling winch with—brake capacity equal to 3 times the bollard pull, line pull equal to $\frac{1}{3}$ times the bollard pull, and an abort mechanism.

(d) All required tow lines must have a minimum breaking strength equal to 5 times the bollard pull.

3. Crew Skills

(a) Manning standards for tugs and the documents and licenses required for tug crews must meet U.S. Coast Guard regulations as per 46 CFR 15.

(b) The master of a tug of opportunity shall ensure crew proficiency in emergency operations and towing operations, and identify skills which must be developed and maintained through training and exercises.

(c) The master of a tug of opportunity shall certify to the tug of opportunity system operator that the vessel has the capability to tow deep draft vessels under adverse conditions, and may be required to demonstrate that capability.

(e) The master of a tug of opportunity shall ensure that the number of trained and skilled crew members on board is sufficient to meet tug of opportunity system requirements.

4. Training

(a) Each tug of opportunity must have a training/certification program that ensures that crew members acquire and maintain the skills required to operate towing equipment. Each tug of opportunity must also document these skills.

(b) Each tug of opportunity must have an exercise program for quarterly towing drills.

5. Substance Abuse Standards

Uninspected vessels included in a tug of opportunity program must meet the drug and alcohol testing standards as described in 46 CFR 16.230.

6. Response Times

(a) The maximum response time is 2 hours for the area east of the line connecting New Dungeness Light with Discovery Light and all points north and south of these lights. This area includes those waters required for escort vessels in 33 CFR 168.40(b).

(b) The maximum response time is 2.5 hours for the area of the Strait of Juan de Fuca west of the line connecting New Dungeness Light with Discovery Light to a north and south line through the buoy position at the western end of the Strait of Juan de Fuca.

(c) The maximum response time is 6 hours from a north and south line through the buoy position at the western end of the Strait of Juan de Fuca extending in a 50-mile radius offshore.

(d) The maximum response time is 12 hours for the remainder of the Olympic Coast National Marine Sanctuary southward. The southern boundary of the area is to be avoided.

Procedural

The original notice of meeting for CGD 96–044 was published on September 12, 1996 (61 FR 48202). Attendance is open to the public. Persons wishing to make oral presentations at the meeting should notify the person listed under **FOR FURTHER INFORMATION CONTACT** no later than October 10, 1996.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

Dated: October 2, 1996.

G.N. Naccara,

*Captain, U.S. Coast Guard Acting Chief,
Marine Safety and Environmental Protection.*

[FR Doc. 96–25661 Filed 10–4–96; 8:45 am]

BILLING CODE 4910–14–M

Federal Aviation Administration

Approval of Noise Compatibility Program; Kahului Airport, Kahului, Maui, Hawaii

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.