

SUMMARY: The FAA is issuing this notice to advise interested parties of a briefing to be given by The Office of Environment and Energy on the status of the ICAO/CAEP process to be held on September 15, 1995. The ICAO/CAEP is a group of aviation experts from government and industry responsible for recommending international noise and emissions standards for civil aircraft and engines. The current status of the ICAO/CAEP process including formulation of a U.S. position for the forthcoming CAEP 3 meeting in December 1995 will be discussed.

DATES: The meeting will be held on September 15, 1995.

TIME: 10:00 am to 12:00 pm.

ADDRESSES: The meeting will be held at Federal Aviation Administration, Washington, D.C., in room 5AB.

FOR FURTHER INFORMATION CONTACT: Mr. James Littleton, Analysis and Evaluation Branch (AEE-120), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591, fax (202) 267-5594.

In 1992, four working groups were established under the CAEP to pursue the work of the committee. Terms of reference were developed to undertake specific studies related to the control of aircraft noise and gaseous emissions from aircraft engines. The working groups efforts also took into account the following:

- Effectiveness and reliability of certification schemes from the viewpoint of technical feasibility, economic reasonableness and environmental benefit to be achieved.
- Development in other associated fields, e.g. land-use planning, noise abatement, operating procedures, emission control through operational practices, etc.; and
- International and national programs of research into control of aircraft noise and control of gaseous emissions from aircraft engines.

The working groups have completed their studies and the findings were presented in Bonn, Germany June, 1995.

The agenda for the September meeting will include:

- Status report on the noise and emission position.
- ICAO/CAEP process
- Question and answer period.

Attendance is open to the public, but will be limited to the space available. Arrangements can be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation can be made available at the meeting, as

well as an assistive listening device, if requested 10 calendar days before the meeting.

James R. Littleton Jr.,

Analysis and Evaluation Branch, Office of Environment and Energy.

[FR Doc. 95-20130 Filed 8-14-95; 8:45 am]

BILLING CODE 4910-13-M

Intent To Rule on Application To Impose, a Passenger Facility Charge (PFC) at Cyril E. King Airport, St. Thomas, Virgin Islands for Future Use at the Alexander Hamilton Airport, in St. Croix, Virgin Islands

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose a PFC at Cyril E. King Airport, St. Thomas, Virgin Islands for future use at the Alexander Hamilton Airport, St. Croix, Virgin Islands under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before September 14, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gordon Finch, Executive Director of the Virgin Islands Port Authority at the following address: Administrative Offices C/O Cyril E. King Airport, Virgin Islands Port Authority, St. Thomas, Virgin Islands 00802.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Virgin Islands Port Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Iliia A. Quinones, Airports Plans & Programs Manager, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397 telephone number (407) 648-6583. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose a PFC at the Cyril E. King Airport, St.

Thomas, Virgin Islands for future use at the Alexander Hamilton Airport, St. Croix, Virgin Islands under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 28, 1995, the FAA determined that the application to impose a PFC submitted by the Virgin Islands Port Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 14, 1995.

The following is a brief overview of the application. Level of the proposed PFC: \$3.00, Proposed charge effective date: January 1, 1996, Proposed charge expiration date: August 31, 1996, Total estimated PFC revenue: \$3,342,000, Brief description of proposed project(s): Terminal Building Expansion and Renovation at the Alexander Hamilton Airport, St. Croix, Virgin Islands.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Cyril E. King Airport, Virgin Islands Port Authority, Administrative Offices, St. Thomas, Virgin Islands.

Issued in Orlando, Florida on August 3, 1995.

Charles E. Blair,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 95-20132 Filed 8-14-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Alternate Designs for Bridges

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of policy statement.

SUMMARY: This notice provides a revised statement of FHWA policy on the development of alternate designs for major bridges to be constructed with Federal-aid highway funds. State highway agencies (SHAs) have experienced success in following the existing policy statement and are now in a better position to determine which bridge type will be most economical in

the face of ever-shrinking bridge funds. This notice changes prior FHWA policy to the extent that it gives SHAs the option to choose whether it is in their best interest to require alternate bridge designs.

DATES: This policy is effective on August 15, 1995.

FOR FURTHER INFORMATION CONTACT: Mr. Benjamin M. Tang, Review and Design Branch, Bridge Division, (202) 366-4592, or Mr. Wilbert Baccus, Office of the Chief Counsel, (202) 366-0780, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m. e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

On December 4, 1979, the FHWA issued a Technical Advisory (TA) entitled "Alternate Bridge Designs." This TA was intended to simultaneously stimulate competition in the design of safe and economical bridge structures and, through the competitive bidding process, take advantage of the prevailing economic conditions which would provide a finished structure at the lowest possible cost without sacrificing safety, quality, or aesthetics.

A memorandum was issued to all Regional Federal Highway Administrators on April 22, 1981, to strengthen the FHWA's effort to promote the use of alternate bridge designs among all State and local governments. On September 23, 1981, a second memorandum requested each division office to review and revise its administrative procedures to ensure that alternate bridge designs would be incorporated in all major bridge projects. Guidelines were presented in a third memorandum, dated June 16, 1982, so that FHWA field offices could take appropriate measures to assure themselves that the spirit and intent of the alternate bridge design requirements were being followed. On May 12, 1983, the FHWA published a Notice of Policy Statement [48 FR 21409], which replaced the existing TA with a consolidated, formal FHWA policy on alternate bridge designs.

On June 9, 1988, the FHWA published a Notice of Policy Statement [53 FR 21637] which revised the FHWA policy to include modifications based on an analysis of data considered over an 8-year period concerning alternate designs. The in-depth review of the results of the FHWA policy over that 8-year period concluded that the policy resulted in more cost-effective designs and better use of the highway tax dollar.

Discussion

In the late 1970's, when the cost of bridge construction was very unpredictable, the FHWA established a policy requiring the development of alternate bridge designs for the construction of major bridges using Federal-aid highway funds. The FHWA policy was established in an effort to get the best possible value out of an unstable market by requiring alternate designs for bridges to be considered. The analysis of cost data from 1979 through 1987 indicated that the alternate bridge design policy resulted in an average savings of \$2 million for each major bridge project. Structures were successfully completed at the lowest possible cost without sacrificing safety, quality, or aesthetics. The program was effective in promoting not only competition among the various bridge types and materials but also innovative design concepts and construction methods in an unsettled economic atmosphere. As a result of its effectiveness, the FHWA reissued the policy of Alternate Designs for Bridges on June 9, 1988 [53 FR 21637], making only slight modifications to the policy then in existence.

The various SHAs which have implemented the policy of Alternate Designs for Bridges have, for the most part, experienced a great deal of success with the program in stretching their bridge dollars. Through participation in the alternate design program, the SHAs are now in a better position to judge whether alternate designs are needed. As of the date of this notice, the new policy will make the use of alternate bridge designs optional. Alternate designs may be used by the SHAs at their discretion.

(23 U.S.C. 109, 144, 151, 315, and 319; 23 CFR 1.32; 49 CFR 1.48)

Issued on: August 8, 1995.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 95-20137 Filed 8-14-95; 8:45 am]

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Federal Railroad Administration

[FRA Docket No. RSOR 13, Notice No.5]

RIN 2130-AA86

Roadway Worker Protection

AGENCY: Federal Railroad Administration (FRA); DOT.

ACTION: Notice; Schedule of Advisory Committee Review Meeting.

SUMMARY: The Federal Railroad Administration is announcing a meeting

of the Roadway Worker Protection Advisory Committee (Committee) to review the draft Notice of Proposed Rulemaking for Roadway Worker Protection.

DATES: The Committee will convene at 8:30 a.m. on the following dates:

1. Wednesday, August 30, 1995.
2. Thursday, August 31, 1995.

ADDRESSES: The meeting will be held at the Crystal City Marriott, 1999 Jefferson Davis Highway, Arlington, Va. 22202.

FOR FURTHER INFORMATION CONTACT: Cynthia B. Walters, Trial Attorney, Office of Chief Counsel, FRA, 400 Seventh Street, SW., Room 8201, Washington, DC 20590 (Telephone: 202-366-0621).

SUPPLEMENTARY INFORMATION: On August 17, 1994 FRA published a notice of intent to establish an Advisory Committee. (59 FR 42200). FRA also published a notice establishing this Advisory Committee on January 5, 1995 (60 FR 1761). The Committee held seven multiple day negotiation sessions over the course of five months. On May 17th, 1995, the Committee submitted their Report of Findings, identifying consensus on 11 specific recommendations and nine general recommendations, to the Secretary of Transportation and the Federal Railroad Administrator. The Advisory Committee reached consensus that this report would serve as the basis for a Notice of Proposed Rulemaking (NPRM). The Advisory Committee concluded that a meeting to determine whether the draft NPRM captured the consensus items in the Committee Report would be necessary. FRA welcomes the public to observe this meeting, in accordance with the Federal Advisory Committee Act (Pub. L. 92-463).

Issued this 9th day of August, 1995.

S. Mark Lindsey,

Chief Counsel, Federal Railroad Administration.

[FR Doc. 95-20138 Filed 8-14-95; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

[NHTSA Docket No. 94-004; Notice 4]

Highway Safety Programs; Conforming Products List of Screening Devices to Measure Alcohol in Bodily Fluids

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice amends the Conforming Products List (CPL) of devices that conform to the Model