

comments. Over 50% of the written comments were from people who derive a significant portion of their income from fish caught within the boundaries of the ATBA. Fifteen of the speakers at the meeting and 45 of the 48 written comments were opposed to any changes to the ATBA; 5 commenters requested change in the applicability of the ATBA.

#### Discussion of Comments

##### *Comments Recommending Changes*

Five commenters recommended that the categories of vessels to which the ATBA applies be expanded. One commenter noted that the ATBA applies to only 15 percent of vessels that currently navigate the area. One commenter recommended that all vessels and barges, in addition to those carrying oil or hazardous materials as cargo, avoid the area. Four commenters want all vessels over 500 gross tons to avoid the area, and two of these commenters would exempt fishing, military vessels, nature tour vessels, and tugs pulling barges carrying non-hazardous cargoes.

Four commenters were concerned with the consequences of a spill of large amounts of bunker fuel. They noted that the tank vessels and barges to which the ATBA currently applies are not the only vessels carrying large quantities of oil. They specifically mentioned freighters and bulk carriers which carry large quantities of bunker fuel. One commenter stated that 55 percent of the vessels, navigating in the area and greater than 80,000 dead weight tons, are bulk carriers. When inspected by the Washington State Office of Marine Safety, 59 percent of these vessels had deficiencies. These commenters believed that age and poor condition of these ships, and the history of oil spills and the environmental sensitivity of the area are ample reasons to expand the applicability of the ATBA to additional vessels.

##### *Comments Recommending No Change*

On behalf of the National Oceanic and Atmospheric Administration (NOAA) Office of Ocean and Coastal Resource Management, the Olympic Coast National Marine Sanctuary Manager stated that the original ATBA proposal was aimed at providing enhanced protection from the greatest threat to Sanctuary resources, i.e., vessels carrying cargoes of oil or hazardous materials. NOAA also stated that the Sanctuary is not an exclusion area and that safe marine transportation and commercial fishing are two commercial uses compatible with sanctuary designation.

Commenters generally agreed that the ATBA as adopted should not be changed. These commenters were generally concerned that any changes would adversely impact trade competitiveness and jobs in struggling coastal Washington communities. They felt that expanding the applicability of the ATBA to additional categories of vessels would adversely affect current and future users of this area who depend on it for fishing, recreation, and maritime trade. They were also concerned about the safety of any additional vessels recommended to operate outside the ATBA boundaries which might increase the crossing or meeting situations and the probability of vessel collisions.

**Economic Concerns:** Commenters who wanted no change in the applicability of the ATBA discussed a variety of issues concerning the economic competitiveness of Washington ports. They stated that marine transportation is a crucial part of the state's economy and the ability to compete in the full range of shipping markets would be compromised by an expansion of the applicability of the ATBA. They were particularly concerned that Washington ports could lose their natural advantage in cargo movements to Asia, South America and other regions. Commenters also stated that changing the applicability of the ATBA would adversely affect the loggers. Due to the drop in log exports, only partial loads are being taken by vessels calling in a Columbia River port, Grays Harbor, and a Puget Sound port. Additionally, if the ATBA were not available for use by fishing vessels, it would adversely affect their ability to maintain family-wage jobs.

**Safety Concerns:** Commenters discussed the following factors as affecting safety of additional vessels operating outside the ATBA: (1) Sea state and weather changes outside the ATBA; (2) increased probability of vessel collisions immediately west of the ATBA boundary if vessels currently operating in the ATBA remain outside; (3) increased transit time caused by operating outside the ATBA could result in vessels operating at higher speeds to make up time lost; and, (4) interference between commercial vessel traffic and military operations.

#### Conclusion

The Coast Guard has carefully considered all the comments received and concludes that expanding the applicability of the ATBA to include vessels and barges other than those carrying cargoes of oil or hazardous materials is not justified at this time.

Dated: September 15, 1995.

Rudy K. Peschel,  
Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation, Safety and Waterway Services.  
[FR Doc. 95-23520 Filed 9-21-95; 8:45 am]

BILLING CODE 4910-14-M

#### [CGD 95-067]

### Reorganization of the Office of Marine Safety, Security and Environmental Protection

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** The Coast Guard is announcing the comprehensive reorganization of the Office of Marine Safety, Security and Environmental Protection (G-M). Though all existing functions will continue to be performed, the office is being extensively reorganized, with no direct comparability between the new organizational units and the old ones. This notice describes the new organizational structure, lists interim telephone numbers, and announces the establishment of a customer help line to assist the public in locating the correct division, branch or project officer.

**FOR FURTHER INFORMATION CONTACT:** 1. To locate the correct division, branch, or project manager, call (703) 560-4787 between 8:30 a.m. and 5:30 p.m., Monday through Friday.

2. For further information on the reorganization, call CDR Theron "Pat" Patrick or MSTCM Bruce Peters at (703) 235-1819 between 8 a.m. and 3 p.m., Monday through Friday, or write to the MTRANS Reorganization Staff, U.S. Coast Guard Headquarters, 2100 Second Street, SW, Room B723, Washington, DC 20593-0001.

#### SUPPLEMENTARY INFORMATION:

##### Description of the New Directorates

The Office of Marine Safety, Security and Environmental Protection (G-M), a Headquarters staff element, is being reorganized into four major divisions or directorates. The Standards, Field Activities, and Resources Directorates are located at Coast Guard Headquarters. The National Maritime Center (NMC) is located in Arlington, VA. Each directorate is headed by a senior civilian (SES/GM-15) or military officer (06) who serves as an associate program director under the Chief of G-M, an Admiral.

Most of the necessary physical relocation will be accomplished during August and September 1995. The new organizational symbols and titles have been in use since August 1, 1995.

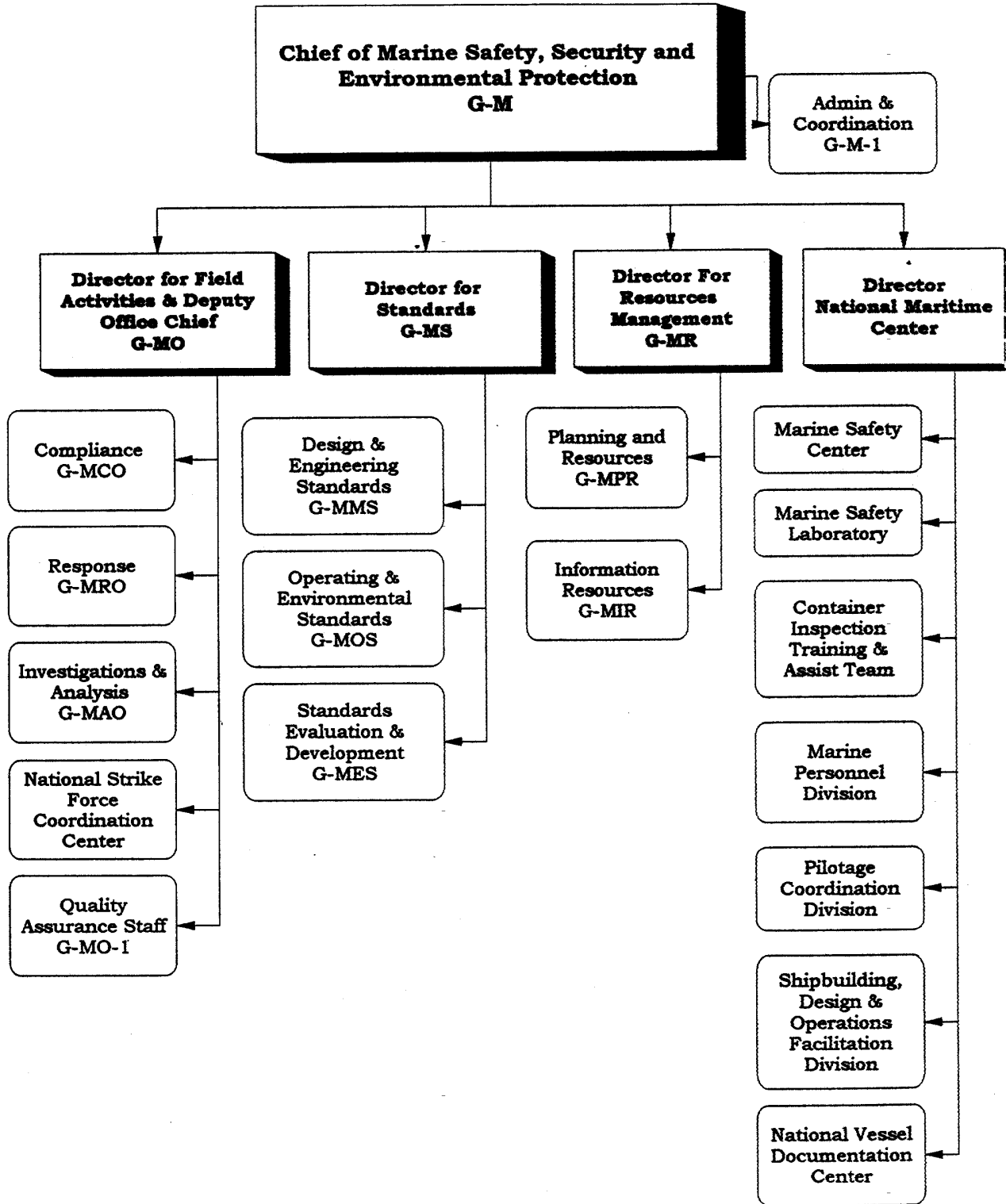
The purpose of the reorganization is to improve services to distinct customer groups and to be more effective and responsive to customer's needs. It will enhance the expertise and effectiveness of the G-M staff. Most importantly, it will better enable the Office to meet the challenges of the new century, yet reduce costs, by applying a complete system approach to safety, service, and environmental protection.

#### Organization Chart

The following is a chart showing the titles and symbols of the new units:

**BILLING CODE 4910-14-P**

# Office of Marine Safety, Security and Environmental Protection



Functions of the Directorates

1. *Field Activities.* This directorate focuses on Coast Guard field commands, third parties acting on the Coast Guard's behalf, and their associated customers. It provides a focal point for policy guidance on field activities concerning prevention, response, investigation, and quality assurance. The Director for Field Activities also serves as the deputy chief of G-M.

2. *Standards.* This directorate works with industry and the public to develop design, engineering, operating, and environmental standards applicable to the marine community. The primary goals of this directorate are to lead the way in resolving maritime problems and

to create solutions that emphasize safety and environmental protection. This directorate will take the lead in addressing the human element as the cause of more than 80% of all marine casualties.

3. *Resource Management.* This directorate focuses on internal Coast Guard matters (including other directorates, the NMC, and other Headquarters offices). It provides planning, budgeting, training, resource and information management, and program analysis to support marine safety and environmental protection missions. The directorate's primary goal is to provide the resources and services needed by the Standards and Field Activities directorates.

4. *National Maritime Center (NMC).* The NMC provides direct services to the public, including plan review and technical assistance for vessels, documentation of vessels, identification of oil, licensing of marine personnel, and management of seamen's records. The NMC will better enable the Coast Guard and industry, working together, to resolve problems and improve U.S. maritime competitiveness. The address of the NMC is Director, National Maritime Center, 4200 Wilson Boulevard, Suite 510, Arlington, VA 22203. Certain units are located in other States as indicated in the Interim Telephone Numbers section of this Notice.

INTERIM TELEPHONE NUMBERS

Title	Staff Symbol	Interim Phone No.
Chief, Office of Marine Safety, Security and Environmental Protection .....	(G-M)	(202) 267-2200
Director For Field Activities & Deputy Office Chief .....	(G-MO)	(202) 267-2201
Quality Assurance Staff .....	(G-MO-1)	(202) 267-1080
Compliance Division .....	(G-MCO)	(202) 267-2978
Licensing and Manning Branch .....	(G-MCO-1)	(202) 267-0475
Vessel Compliance Branch .....	(G-MCO-2)	(202) 267-1464
Port and Facility Compliance Branch .....	(G-MCO-3)	(202) 267-0495
Response Division .....	(G-MRO)	(202) 267-0518
Port and Environ. Mgmt. Branch .....	(G-MRO-1)	(202) 267-0419
Plans and Preparedness Branch .....	(G-MRO-2)	(202) 267-6714
Response Operations Branch .....	(G-MRO-3)	(202) 267-2611
Investigations and Analysis Division .....	(G-MAO)	(202) 267-1430
Investigations Branch .....	(G-MAO-1)	(202) 267-1430
Compliance Analysis Branch .....	(G-MAO-2)	(202) 267-1417
Director for Standards .....	(G-MS)	(202) 267-2970
Design & Engineering Standards Div .....	(G-MMS)	(202) 267-2967
Human Element & Systems Engineering .....	(G-MMS-1)	(202) 267-2997
Naval Architecture Branch .....	(G-MMS-2)	(202) 267-2988
Engineering Systems Branch .....	(G-MMS-3)	(202) 267-2206
Lifesaving & Fire Safety Stds. Branch .....	(G-MMS-4)	(202) 267-1076
Operating & Environmental Stds. Div .....	(G-MOS)	(202) 267-0215
Maritime Personnel Qualifications Br .....	(G-MOS-1)	(202) 267-0229
Vessel & Facility Operating Stds. Br .....	(G-MOS-2)	(202) 267-1181
Hazardous Materials Stds. Branch .....	(G-MOS-3)	(202) 267-1217
Environmental Stds. Branch .....	(G-MOS-4)	(202) 267-0707
Standards Evaluation & Development Div .....	(G-MES)	(202) 267-6826
Standards Evaluation & Analysis Br .....	(G-MES-1)	(202) 267-6827
Project Development Branch .....	(G-MES-2)	(202) 267-1492
Director For Resources Management .....	(G-MIR)	(202) 267-6955
Planning and Resources Division .....	(G-MPR)	(202) 267-1401
Strategic Plans & Analysis Branch .....	(G-MPR-1)	(202) 267-1401
Budget & Resources Branch .....	(G-MPR-2)	(202) 267-1401
Human Resources Branch .....	(G-MPR-3)	(202) 267-1401
Information Resources Division .....	(G-MIR)	(202) 267-6993
Data Admin. Branch .....	(G-MIR-1)	(202) 267-0266
System Support Branch .....	(G-MIR-2)	(202) 267-0452
System Development Branch .....	(G-MIR-3)	(202) 267-0452
Director, National Maritime Center .....	(NMC)	(703) 235-0002
Shipbuilding, Design, and Operations Facilitation Staff .....	(NMC-1)	(703) 235-0013
Container Inspection Training & Assist Team (Oklahoma City, OK) .....	(NMC-1A)	(405) 954-8985
Pilotage Coordination Division .....	(NMC-2)	(703) 235-0014
Budget, Admin. & Planning Division .....	(NMC-3)	(703) 235-1561
Marine Personnel Division .....	(NMC-4)	(703) 235-0011
Marine Personnel Admin. Branch .....	(NMC-4A)	(703) 235-1951
Exam Administration Branch .....	(NMC-4B)	(703) 235-1300
Marine Safety Center .....	(MSC)	(202) 366-6480
National Vessel Documentation Center (Martinsburg, WV) .....	(NVDC)	(304) 271-2400/2405
Marine Safety Laboratory (Groton, CT) .....	(MSL)	(203) 441-2645

Dated: August 31, 1995.

J.C. Card,

*Rear Admiral, U.S. Coast Guard Chief, Office of Marine Safety, Security and Environmental Protection.*

[FR Doc. 95-23516 Filed 9-21-95; 8:45 am]

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## Federal Aviation Administration

### Acceptance of Noise Exposure Maps for Riverside Municipal Airport, Riverside, CA

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the city of Riverside, California, 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 acceptance of the Noise Exposure Maps for Riverside Municipal Airport, Riverside, California is September 12, 1995.

**FOR FURTHER INFORMATION CONTACT:** Charles B. Lieber, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007. Telephone (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261.

Documents reflecting this FAA action may be reviewed at the same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for Riverside Municipal Airport, Riverside, California are in compliance with applicable requirements of Federal Aviation Regulations (FAR) Part 150, effective September 12, 1995.

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 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 Noise Exposure Maps and supporting documentation submitted by the city of Riverside. The specific maps under consideration are Exhibit 2G, "1994 Aircraft Noise Exposure" and Exhibit 2H "1999 Aircraft Noise Exposure" in the submission. The FAA has determined that these maps for Riverside Municipal Airport are in compliance with applicable requirements. This determination is effective on September 12, 1995. FAA's acceptance of 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 acceptance 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 FAR Part 150 or through FAA's review of the 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 Section 150.21 of FAR Part 150,

that the statutory required consultation has been accomplished.

Copies of the Noise Exposure Maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, D.C. 20591

Federal Aviation Administration, Western-Pacific Region, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261

Mr. John Sabatello, Airport Director, Riverside Municipal Airport, 6951 Flight Road, Riverside, California 92504.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on September 12, 1995.

Robert C. Bloom,

*Acting Manager, Airports Division, AWP-600 Western-Pacific Region.*

[FR Doc. 95-23565 Filed 9-21-95; 8:45 am]

BILLING CODE 4910-13-M

### RTCA, Inc. Special Committee 185; Aeronautical Spectrum Planning Issues

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 185 meeting to be held October 10-11, 1995, starting at 9:00 a.m. The meeting will be held at the RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Welcome and Administrative Remarks; (2) Introductions; (3) Review and Approval of the Agenda; (4) Review and Approval of the Summary of the Previous Meeting; (5) Review of Results of Working Group 1 Editorial Group Meeting; (6) Presentations; (7) Assignment of Tasks; (8) Other Business; (7) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.