

have a Great Lakes Load Line Certificate under 46 CFR part 45 if they have a Limited Service Domestic Voyage Load Line Certificate and meet certain special operating restrictions and conditions.

The Coast Guard received 16 comments on the March 31, 1995, notice.

Discussion of Comments and Changes

1. One comment stated that river barges should not be permitted to operate on the Great Lakes unless they meet the same requirements as lakes barges.

This comment was based on the misunderstanding that the barges operating in this service are exempt from all load line requirements. Although the barges do not receive a Great Lakes load line certificate, thereby precluding their use in unlimited Great Lakes service, they are required to have a limited service domestic load line. The limited service domestic load line is required to be maintained like any other load line (i.e., the barges must be surveyed annually, be kept in good repair, and be drydocked every 5 years).

2. One comment supported the requirement in paragraph II.4. that a rake barge be used as the lead in the tow. Fourteen comments opposed the requirement and requested that it be dropped. Several comments pointed out that this requirement was not part of the original policy for the Chicago to Milwaukee route and should not have been added later.

The main oppositions to the rake-barge requirement seem to be economic, that a rake barge carries less cargo than a box barge, and logistical, that there are not enough rake barges currently certified to operate on Lake Michigan. The rake-barge requirement was based on the fact that the use of a rake barge in the lead tends to reduce transit time and better enable the tow to escape rough weather. However, in light of the burdens imposed by this requirement and the good safety record on the Chicago-to-Milwaukee route, the Coast Guard is removing this requirement until it can assess operations on the new Chicago-to-St. Joseph route.

For the reasons set out above, the Coast Guard, under 46 U.S.C. 5108 and 46 CFR 45.15(a), amends paragraph II.4. of the exemption announced in the notice of March 31, 1995, (60 FR 16693) to read as follows:

Limited Service Domestic Voyage Load Line Routes: Chicago, Illinois, to Milwaukee, Wisconsin, and Chicago, Illinois, to St. Joseph, Michigan

II. Operating Restrictions

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4. The towing vessel must have adequate horsepower to handle the size of the tow, with a minimum of 1,000 horsepower. The tow is limited to a maximum of three barges.

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Dated: September 22, 1995.

Joseph J. Angelo,

Director For Standards, Office of Marine Safety, Security, and Environmental Protection.

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[CGD 95-074]

Oil Spill Removal Organization Classification Guidelines

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has developed revised guidelines for classifying Oil Spill Removal Organizations (OSRO). These organizations provide oil spill response capabilities to vessel and facility owners and operators. OSROs are classified based on their oil spill response resources. The revised OSRO guidelines make fundamental changes in the Coast Guard's OSRO classification process. This notice announces the availability of the revised OSRO guidelines and solicits comments on them.

DATES: Comments must be received on or before October 30, 1995.

ADDRESSES: Comments should be mailed to Commandant (G-MRO-3), Room 2100, U.S. Coast Guard, 2100 Second Street, SW, Washington, DC, 20593-0001, ATTN: LT Terry Hoover.

Copies of the revised OSRO guidelines may be obtained by contacting LT Terry Hoover at (202) 267-0448 or faxing a request at (202) 267-4085.

FOR FURTHER INFORMATION CONTACT: LT Terry Hoover, Response Division (G-MRO), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC, 20593-0001, telephone (202) 267-0448.

SUPPLEMENTARY INFORMATION: Vessel and facility owners and operators are required to have oil spill response plans which identify oil spill response resources. The OSRO program was established to allow vessel and facility owners and operators to list an OSRO in an OPA 90 response plan instead of providing a detailed list of oil spill response equipment. Through the plan development and plan review processes, inefficiencies have been identified in the OSRO classification process. Because of these identified inefficiencies, the Coast Guard has

revised the OSRO classification process. The process has been changed to make the classification process a better representation of an OSRO's capability to respond to an oil spill.

Dated: September 21, 1995.

J.C. Card,

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

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Federal Aviation Administration

[Summary Notice No. PE-95-35]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before October 18, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmtsml.hq.faa.gov. The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.