

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 February 21, 1996.

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: nprmcmtsmail.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.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on January 26, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28411.

Petitioner: United Parcel Service.

Sections of the FAR Affected: 14 CFR 121.695 and 121.697.

Description of Relief Sought: To allow the pilots in command of UPS airplanes to carry, in the airplane, to its destination, a copy of the load manifest in an electronic form in lieu of a paper copy.

Dispositions of Petitions

Docket No.: 28324.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 25.811(d)(1).

Description of Relief Sought/Disposition: To permit exemption from the emergency exit locator sign requirements of § 25.811(d)(1) for the Cessna Model 750 airplane.

DENIAL, December 18, 1995, Exemption No. 6251.

[FR Doc. 96-2113 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held on February 14 and 15, 1996, in Rooms 9ABC at the Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591.

On Wednesday, February 14 the meeting will begin at 9 a.m. and end at 5 p.m. On Thursday, February 15 the meeting will begin at 8 a.m. and end at 12 noon. The meeting agenda includes several subcommittee report outs, a report of the Challenge 2000 Subcommittee, a System Architecture Briefing and a Free Flight Briefing.

Attendance is open to the interested public but limited to space available. With the approval of the committee chair, members of the public may present oral statements at the meeting. Persons wishing to attend the meeting, obtain information or present oral statements, should contact Lee Olson at the Federal Aviation Administration, AAR-200, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-7358.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 25, 1996.

Andres G. Zellweger,

Director, Aviation Research.

[FR Doc. 96-2112 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement/Section 4(f) Evaluation: Ontonagon, Ontonagon County, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement/Section 4(f) Evaluation will be prepared for the proposed M-64 structure replacement over the Ontonagon River in Ontonagon, Ontonagon County, Michigan. Also being studied is the relocation of the M-64 alignment with

up to 2.0 kilometers (1.3 miles) of new approach roadway.

FOR FURTHER INFORMATION CONTACT:

Mr. James A. Kirschensteiner, Program Operations Engineer, FHWA, 315 W. Allegan Street, Room 207, Lansing, Michigan, 48933, Telephone: (517) 377-1880; or Mr. Ronald S. Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan, 48909, Telephone: (517) 335-2621.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Michigan Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) Section 4(f) Evaluation for the proposed replacement of the M-64 swing bridge over the Ontonagon River in Ontonagon, Ontonagon County, Michigan. The existing swing bridge built in 1939 is in need of major maintenance to the deck and piers. This structure has been determined to be of historical importance since it is the last swing bridge on the Michigan trunkline system. The swing bridge expands when open in hot weather and needs to be cooled down to close, thus creating motorist delays. The bridge provides a substandard opening for both navigation and water flow in the Ontonagon River. Low underclearance in combination with relatively close pier spacing and windrowed ice at the mouth of the river has also created ice jams on the upstream side of the bridge during the spring breakup. At various times this situation has caused flooding in downtown Ontonagon. There is also concern of a major ice blockage causing damage to the bridge resulting in a 130 kilometer (81 mile) detour over state highways.

Alternatives include: (1) no action, (2) rehabilitate the existing swing structure, (3) construct new moveable bridge adjacent to existing structure (Alternative A), (4) Alternatives B, B-2, C, D, and E involve constructing a fixed structure on new alignment upstream of the marina. Traffic will be maintained on the existing structure while Alternatives A, B, C, D, or E structures are being built.

Alternative A would involve constructing a bascule type lift bridge approximately 35 meters (115 feet) upstream of the existing structure. This alternative starts approximately 140 meters (460 feet) northeast of the railroad crossing on M-64, parallels the existing alignment for 0.8 kilometer (0.5 mile), and ties into River Street 35 meters (115 feet) southeast of the

existing M-64/River Street intersection. Two commercial displacements may occur with Alternative A.

Alternative B starts approximately 250 meters (820 feet) southwest of the M-64/Superior Way intersection. The alignment then travels northeasterly to cross the Ontonagon River with a 220 meter (720 foot) fixed structure upstream of the marina and ties into River Street along Copper Street. The total length of this alternative is approximately 1.6 kilometer (one mile) and may involve up to three commercial, two public, and three residential displacements.

Alternative B-2 follows a similar alignment to Alternative B with the same starting point southwest of the M-64/Superior Way intersection. The alignment then shifts to the northeast crossing the river with a 193 meter (635 foot) fixed structure upstream of Alternative B and ties into River Street along Tin Street. Alternative B-2 is approximately 1.6 kilometer (one mile) long and may involve up to one commercial and five residential displacements. The alternative will require modifications to the M-38/US-45/River Street intersection, with US-45 being relocated 84 meters (275 feet) southeast of its current location to intersect M-38 at a right angle. Alternative B-2 may displace five residential and one commercial units.

Alternative C involves combining a new M-64 structure with a new railroad bridge using the same location for the piers and abutments for both the railroad and highway bridges. Alternative C starts southwest of the M-64/Superior Way intersection and crosses the river immediately upstream of the existing railroad structure. The combination fixed bridge would be approximately 430 meters (1410 feet) long. This alignment would intersect US-45 between Lead and Gold Streets and then intersect M-38 approximately 82 meters (270) southeast of Parker Avenue. This alternative may involve up to two commercial and ten residential displacements.

Alternative D starts southwest of the M-64/Superior Way intersection and crosses the river upstream of Alternative C. The fixed structure would be approximately 500 meters (1640 feet) long. Alternative D would be approximately 1.9 kilometers (1.2 miles) long. This alternative would intersect US-45 just south of Silver Street and continue east to tie into M-38 at Alsace Avenue. Alternative D may involve up to one commercial and eight residential displacements.

Alternative E also starts southwest of the M-64/Superior Way intersection

and runs easterly to tie into US-45 at Mercury Street and continues easterly along the north side of Mercury Street to intersect M-38. Alternative D is approximately 1.9 kilometers (1.2 miles) long with a 350 meter (1150 foot) long fixed structure that crosses the Ontonagon River upstream of Alternative D. This alternative may involve up to ten residential displacements.

Early coordination with a number of federal, state, and local agencies has identified the more significant issues to be addressed in the EIS. A summary of the scoping process to date, identifying the alternatives being considered and the social, economic, and environmental issues involved, is being prepared. The scoping summary is expected to be available in February 1996 and will be made available to all interested agencies, organizations, and individuals on request.

A public informational meeting was held on October 12, 1995, to provide the public an opportunity to discuss the proposed action. Additional public informational meetings are anticipated. Comments on the scoping summary and the issues identified are invited from all interested parties. Requests for a copy of the scoping summary or any comments submitted should be addressed to the above contact persons. Once comments are received on the scoping summary and all potential impacts and issues are determined, a Draft EIS will be prepared to address all aspects of the different alternatives. The Draft EIS is expected to be available in late 1996 and will be available for public and agency review.

Issued on: January 24, 1996.

Norman Stoner,
Assistant Division Administrator, Lansing,
Michigan.

[FR Doc. 96-2138 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-22-M

Research and Special Programs Administration

[Docket PS-146]

Notice of Request for Extension and Revision of a Currently Approved Information Collection

AGENCY: Research and Special Programs Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Research and Special Programs Administration's (RSPA) intention to request an

extension for and revision to a currently approved information collection in support of the Office of Pipeline Safety (OPS) Certification and Agreement forms for the gas and hazardous liquid pipeline safety program based on re-estimates.

DATES: Comments on this notice must be received on or before April 1, 1996, to be assured of consideration.

FOR FURTHER INFORMATION CONTACT: G. Tom Fortner, Director, Compliance and State Programs, Office of Pipeline Safety, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, S.W. Washington, D.C. 20950, (202) 366-1640.

SUPPLEMENTARY INFORMATION:

Title: Certification and Agreement forms for the gas and hazardous liquid pipeline safety program.

OMB Number: 2137-0584.

Expiration Date of Approval: March 31, 1999.

Type of Request: Extension and revision of a currently approved information collection.

Abstract: Chapter 601, Title 49, United States Code (49 U.S.C.) authorizes DOT to regulate pipeline transportation. While DOT's Office of Pipeline Safety is primarily responsible for developing, issuing, and enforcing minimum pipeline safety regulations, Chapter 601, 49 U.S.C., provides for state assumption of all or part of the regulatory and enforcement responsibility for intrastate pipelines.

Since the initiation of this Federal/State partnership, almost every state, including Puerto Rico and the District of Columbia, participates in this program. The State agency is required to submit a certification or an agreement for the gas and/or hazardous liquid program. Under a certification, the state assumes regulatory and enforcement responsibility for intrastate pipelines. Under an agreement, a state must inspect pipeline operators to determine compliance with the minimum federal safety standards and report any probable violations to DOT's Office of Pipeline Safety, which retains responsibility for enforcement action.

This request covers the collection of information under four related instruments:

- Gas Pipeline Safety Program Certification
- Gas Pipeline Safety Program Agreement
- Hazardous Liquid Pipeline Safety Program Certification
- Hazardous Liquid Pipeline Safety Program Agreement