Dated: October 3, 1995.

Capt. J.A. Creech,

United States Coast Guard, Acting Chief, Office of Navigation Safety and Waterway Services.

[FR Doc. 95–25049 Filed 10–6–95; 8:45 am]

BILLING CODE 4910–14–M

[CGD–95–079]

National Offshore Safety Advisory Committee Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The National Offshore Safety Advisory Committee (NOSAC) will meet to discuss various offshore safety related issues. The meeting will be open to the public.

DATES: The meeting will be held on Tuesday, November 7, 1995, from 9:00 a.m. to 3:30 p.m. Written material should be submitted not later than October 24, 1995.

ADDRESSES: The meeting will be held in the Transco Tower Auditorium, Level 2, 2800 Post Oak Boulevard, Houston, Texas. Written material should be submitted to CAPT R. L. Skewes, Executive Director, Commandant (G–MOS), U.S. Coast Guard, 2100 Second Street S.W., Washington, DC 20593.

FOR FURTHER INFORMATION CONTACT: CAPT R. L. Skewes, Executive Director, National Offshore Safety Advisory Committee (NOSAC), Room 1210, U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, DC 20593–0001, telephone (202) 267–0214.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 § 1 et seq. The agenda will include discussion of the following topics:

(1) IMO/ISO Issues;

(2) Survey of Self-Inspection of Fixed OCS Facilities;

(3) Revision of Subchapter ''N'' on OCS Facilities;

(4) Revision of Subchapter ''L'' on OSVs and Liftboats;

(5) Work Group Report on Draft Changes to Marine Investigation Regulations—Personnel Actions (46 CFR, Part 5);

(6) USCG Reorganization;

(7) Gulf of Mexico OCS Air Quality Study; and

(8) USCG Prevention Through People Initiative.

Attendance at the meeting is open to the public. With advance notice, and at the discretion of the Chairman, members of the public may make oral presentations at the meeting. Persons wishing to make oral presentations should notify the Executive Director, listed above under **ADDRESSES** no later than the day before the meeting. Written statements or materials may be submitted for presentation to the Committee at any time; however, to ensure distribution to each Committee member, 20 copies of the written materials should be submitted to the Executive Director not later than October 24, 1995.

Dated: October 3, 1995.

J.C. Card,

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

[FR Doc. 95–25051 Filed 10–6–95; 8:45 am]

BILLING CODE 4910–14–M

[CGD 95–077]

National Boating Safety Advisory Council Subcommittee Meetings

AGENCY: Coast Guard, DOT.

ACTION: Notice of Meetings.

SUMMARY: The National Boating Safety Advisory Council's Subcommittees on Boat Occupant Protection, Mandatory Education, and Multiple Use Waterways will meet to discuss various issues related to these topics. The meetings will be open to the public.

DATES: The meetings will be held on October 28 and 29, 1995, from 1:00 p.m. to 5 p.m. on October 28, and from 8:30 a.m. to 12:00 noon on October 29, 1995. Written material should be submitted not later than October 18, 1995.

ADDRESSES: The meetings will be held at the Days Inn/Days Suites Historic District, 201 West Bay Street and at the Old Food Court, City Market, 215 West St. Julian Street, Savannah, Georgia 31401. Written material should be submitted to Mr. Albert J. Marmo, Executive Director, Commandant (G–NAB), U.S. Coast Guard, 2100 Second Street S.W., Washington, DC 20593–0001, telephone (202) 267–1077.

FOR FURTHER INFORMATION CONTACT: Mr. Albert J. Marmo, Executive Director, Commandant (G–NAB), U.S. Coast Guard, 2100 Second Street S.W., Washington, DC 20593–0001, telephone (202) 267–1077.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2, Section 1 et seq. The agenda for the meetings will be to discuss various issues related to the topics listed in the **SUMMARY**.

Attendance is open to the public. With advance notice, members of the public may present oral presentations at the meeting. Persons wishing to present oral presentations should notify the Executive Director, listed above under **ADDRESSES**, no later than the day before the meeting. Written material may be submitted at any time for presentation to the Committee. However, to ensure advance distribution to each Committee member, persons submitting written material are asked to provide 25 copies to the Executive Director no later than October 18, 1995.

Dated: October 3, 1995.

Capt. J. A. Creech, USCG,

Acting Chief, Office of Navigation Safety and Waterway Services.

[FR Doc. 95–25050 Filed 10–6–95; 8:45 am]

BILLING CODE 4910–14–M

Federal Aviation Administration

Intent To Prepare Environmental Impact Statement, Proposed Terminal Doppler Weather Radar To Serve John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to address the environmental impact of a proposal to construct and operate a terminal Doppler weather radar (TDWR) at a proposed site at Coast Guard Air Station Brooklyn (CGASB), New York. The proposed TDWR would serve both JFK and LGA Airports. The FAA has determined that it is critical to include the New York metropolitan area in the nationwide campaign to improve aviation safety. In addition to detecting wind shear for FAA reports to pilots, the TDWR would provide weather data to the Coast Guard for their search and rescue operations. The EIS will be prepared following FAA procedures for implementing the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), and consistent with the FAA's policy to facilitate public understanding and scrutiny of agency proposals. This notice of intent is published as required by the President's Council on Environmental Quality regulations implementing the provisions of NEPA, 40 CFR Parts 1500–1508.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA), proposes to construct and operate a TDWR to serve both JFK and LGA Airports. The preferred site for this FAA

facility is at Coast Guard Air Station Brooklyn (CGASB).

TDWR is an automated weather radar system developed by the FAA. TDWR operates by sending out a radio frequency (RF) pulse. Then, the TDWR detects pulses reflected by weather conditions. TDWR detects conditions leading to hazardous wind shear at and in the vicinity of the airport and reports this to air traffic controllers. The only sure way to survive wind shear in the airport vicinity is to avoid it. With the assistance of the information provided by the TDWR, the air traffic controllers can then provide a timely warning to pilots. Improved wind shear detection provided by the TDWR reduces loss of life, injuries, property damage and air traffic delays that result from catastrophic airplane accidents caused by wind shear. The proposed TDWR facility would be part of a nationwide system of 47 radars strategically located near major airports.

The FAA has determined that it is critical to include the New York metropolitan area in the agency's efforts to improve aviation safety. There are 380,105 commercial carrier operations per year at JFK and 373,395 operations per year at LGA (March 1994-March 1995). Wind shear has been identified as a major cause of U.S. air carrier fatalities. The National Transportation Safety Board (NTSB) has recommended the installation of TDWR as a result of several crashes nationwide. One of the crashes was Eastern Airlines Flight 66 onto the Rockaway Parkway in June 1975 where 112 people died. TDWR is considered by NTSB as the best warning system for detecting wind shear conditions. In addition to preventing crashes, it will reduce weather-related delays. At JFK, 45% of delays are weather-related. At LaGuardia 39% of delays are weather-related.

Siting the proposed TDWR at the Coast Guard, Department of Transportation (DOT) property would be compatible with the continuing history of aviation facilities at this location. Additionally, it would be consistent with Coast Guard plans to install a weather radar for search and rescue helicopter operations. The proposed TDWR with an information feed to CGASB operations would satisfy this Coast Guard need, and for this reason, the Coast Guard supports the proposal. This would represent an important example of intermodal cooperation in satisfying multi-mission needs within the DOT.

The FAA anticipates that construction and operation of the proposed TDWR at CGASB would have little or no environmental impact. However, the agency anticipates significant public controversy concerning the perception of the potential adverse health effects of RF radiation. The FAA will hold public scoping meetings to assist in defining the focus of the EIS issues. A public notice issued at a later date will provide the dates, times and places of the scoping meetings. Further, the FAA will provide ample opportunity for public participation in defining the issues to be addressed in the EIS and in reviewing and commenting on the draft EIS.

The EIS will assess impacts and reasonable alternatives, including the ''no action'' alternative, following the National Environmental Policy Act of 1969 as amended, FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, DOT Order 5610.1C, Procedures for Considering Environmental Impacts, and the President's Council on Environmental Quality regulations implementing the provisions of NEPA, 40 CFR Parts 1500–1508. Previous Environmental Assessments (EAs) for proposals to site individual TDWRs for JFK and LGA considered reasonable alternatives. Copies of these EAs are available by written request to the information contact designated below. Siting constraints for reasonable alternatives include strict siting criteria for radar coverage and the close proximity of densely populated communities in the metropolitan New York area. The FAA will address any reasonable alternatives presented during the scoping process and subsequent comment periods.

The final Programmatic Environmental Impact Statement (PEIS) for the TDWR Site Determination Program issued in September 1991, identified general conditions which might result in potentially significant impacts. RF radiation was one of the many environmental considerations addressed in this document. Copies of the PEIS may be obtained by written request to the information contact designated below.

FOR FURTHER INFORMATION CONTACT: Jerome D. Schwartz, Environmental Specialist, Federal Aviation Administration, Wind Shear Products Team, AND-420, 800 Independence Ave., SW., Washington, DC 20591. Telephone (202) 358–4946.

Issued in Washington, DC on October 3, 1995.

Steve Zaidman,

Deputy Director of Communications, Navigation, and Surveillance Systems, AND–2.

[FR Doc. 95–25056 Filed 10–6–95; 8:45 am]

BILLING CODE 4910–13–M

Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of rescheduled meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a rescheduled meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

DATES: The meeting will be held on October 24, 1995, at 1 p.m. Arrange for oral presentations by October 13, 1995. The meeting was originally scheduled for October 10, 1995.

ADDRESSES: The meeting will be held at the Aerospace Industries Association of America, 1250 Eye Street, NW., Wright Room, Washington, DC, 1 p.m.

FOR FURTHER INFORMATION CONTACT: Miss Jean Casciano, Federal Aviation Administration (ARM–25), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267–9683; fax (202) 267–5075.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–473; 5 U.S.C. App. II), notice is hereby given of a meeting of the Executive Committee to be held on October 24, 1995, at the Aerospace Industries Association of America, 1250 Eye Street, NW., Wright Room, Washington, DC, 1 p.m. The agenda will include:.

- A vote on the proposed recommendation developed by the Flight Data Recorder Working Group.
- Other business.

Copies of the proposed recommendation will be available to interested persons prior to the meeting. A copy may be obtained by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by October 13, 1995, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting. In addition, 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. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.