

above-numbered declaration is hereby amended to establish the incident period for this disaster as beginning on January 26, 1996 and continuing through February 23, 1996.

All other information remains the same, i.e., the termination date for filing applications for physical damage is April 11, 1996, and for loans for economic injury the deadline is November 12, 1996.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: March 26, 1996.

Herbert L. Mitchell,
Acting Associate Administrator for Disaster Assistance.

[FR Doc. 96-8350 Filed 4-3-96; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

[Docket No. 37554]

Notice of Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 96-2-11 established the currently effective two-month SFFL applicable through March 31, 1996.

In establishing the SFFL for the two-month period beginning April 1, 1996, we have projected non-fuel costs based on the year ended December 31, 1995 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 96-3-61 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic—1.4368

Latin America—1.5211

Pacific—1.4879

FOR FURTHER INFORMATION CONTACT:
Keith A. Shangraw (202) 366-2439.

By the Department of Transportation:
Dated: April 1, 1996.

Patrick v. Murphy
Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-8336 Filed 4-3-96; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 96-015]

Tug-of-Opportunity System Plan for the Olympic Coast Marine Sanctuary and the Strait of Juan de Fuca

AGENCY: Coast Guard, DOT.

ACTION: Notice of inquiry.

SUMMARY: The Coast Guard seeks information that may be useful in preparing a plan to be submitted to Congress on the most cost-effective means of implementing an international private-sector tug-of-opportunity system to provide timely response to a vessel in distress transiting the waters within the boundaries of the Olympic Coast National Marine Sanctuary or the Strait of Juan de Fuca. This plan is mandated by Section 401 of the Alaska Power Administration Asset Sale and Termination Act.

DATES: Comments are requested by June 3, 1996.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477. The Executive Secretary maintains the public docket for this notice. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters.

FOR FURTHER INFORMATION CONTACT:
Commander William Carey, Commander (mep), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, WA 98174-1067, (206) 220-7221.

SUPPLEMENTARY INFORMATION:

Request for Information

The Coast Guard encourages interested persons to participate in this request for comments by submitting written data, views or arguments. Persons submitting comments should include their names and addresses, identify this notice [CGD 96-015] and the specific section or question of this document to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes. The Coast

Guard will consider all comments received during the comment period.

Drafting Information: The principal persons involved in drafting this document are Commander William Carey, Project Manager, Thirteenth Coast Guard District, Marine Safety Division and Lieutenant Laticia Argenti, Project Counsel, Thirteenth Coast Guard District, Legal Office.

Background and Purpose

On November 28, 1995, the President signed the Alaska Power Administration Asset Sale and Termination Act (Pub. L. 104-58), authorizing exports of Alaskan North Slope (ANS) crude oil when transported in U.S. flag tankers. Section 401 of the statute directs the Coast Guard to submit within 15 months of enactment of the Act, a plan to Congress on the most cost-effective means of implementing an international private-sector tug-of-opportunity system. The plan is to include a coordinated system of communication, using existing towing vessels to provide timely emergency response to a vessel in distress transiting the waters within the boundaries of the Olympic Coast Marine Sanctuary or the Strait of Juan de Fuca.

Specific Comments Requested

To ensure that the Coast Guard provides to Congress the most cost-effective plan for implementing an international private-sector tug-of-opportunity system, the Coast Guard needs more information. The Coast Guard is particularly interested in receiving information, views, and data on the following questions and areas of concern:

1. What topics should the plan address?
2. How might a private sector tug-of-opportunity system be implemented and operated? What private sector entity would be best suited to administer a tug-of-opportunity system?
3. What are the historical and current volumes and types of traffic transiting through the area of concern? What are the projections for traffic in future years?
4. What are the numbers and types (ship particulars, horsepower, bollard pull, etc.) of tugs operating in the area of concern?
5. What are the costs for tugs of varying capability?
6. What are the various cost components of a tug-of-opportunity system?
7. How might the private sector allocate the system costs among the various users? Should costs be passed on to ship operators on a operator by operator basis, voyage basis, risk basis or some combination of these or other factors?

8. Are there alternatives to a tug-of-opportunity system? What are the costs/benefits of these alternatives and why are they more cost-effective? What specific resources and funding do they require?

9. If you represent an ocean carrier or towing company that routinely transits the Strait of Juan de Fuca or the Washington coast, do your vessels currently observe the IMO approved area to be avoided (ATBA) off the Washington coast? When your vessels transit along the Washington coast, how far off shore do they routinely transit?

All respondents are requested to please identify their status or affiliation in the marine industry, if any, and please provide the basis upon which costs were calculated.

Dated: March 28, 1996.

J. C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Marine Safety and Environmental Protection Directorate.

[FR Doc. 96-8354 Filed 4-3-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Federal Aviation Administration Life Cycle Acquisition Management System

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces the availability of FAA's new Acquisition Management System, which is effective April 1. This document contains policy guidance that implements the FY 1996 Transportation Appropriation Bill, signed by President Clinton in November 1995, that gave FAA an exemption from acquisition laws and provided authority to create a flexible, more cost effective system. Guidance is focused on the acquisition management system, the life cycle acquisition process, the procurement system and process, and an acquisition work force learning system. Acquisitions are handled by integrated product teams, who provide support through all stages of the process.

EFFECTIVE DATE: April 1, 1996.

FOR FURTHER INFORMATION CONTACT: FAA Hotline number 202/267-7029.

SUPPLEMENTARY INFORMATION: Internet Home Page: http://www.faa.gov/asu/asu100/acq-reform/acq__home.htm

Background

The 1996 Department of Transportation Appropriations Act, Public Law 104-50, signed by the President on November 22, 1995,

required the FAA to "develop an acquisition management system that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost-effective acquisitions of equipment and materials." FAA was directed to create this system "notwithstanding provisions of Federal acquisition law." A team of FAA employees designed a new system with input from industry, the aviation community, and other government agencies. The provisions in the FAA Acquisition Management System take effect on April 1, 1996. The information collection associated with this system is approved under OMB control number 2120-0595. This is an emergency clearance through June 30, 1996. The FAA will be accepting comments on this system until April 22 and submitting a request at that time for a three year clearance. When the clearance is received, the expiration date will be published in the Federal Register. Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

Issued in Washington, DC, on March 29, 1996.

Gilbert B. Devey, Jr.,

Deputy Director, Office of Acquisitions.

[FR Doc. 96-8245 Filed 4-1-96; 10:08 am]

BILLING CODE 4910-13-M

Federal Transit Administration

Transfer of Federally Assisted Land or Facility

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to transfer Federally assisted land or facility.

SUMMARY: The Federal Transit Laws permit the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this Notice to advise Federal agencies that the Rochester-Genesee Regional Transportation Authority intends to transfer a parcel of land, located at 105 Barrington Street in Rochester, New York to the City of Rochester.

EFFECTIVE DATE: Any Federal agency interested in acquiring the land or facility must notify the FTA, Region II, of its interest, by May 6, 1996.

ADDRESSES: Interested parties should notify the Regional Office by writing the Federal Transit Administration, 26 Federal Plaza, Suite 2940, New York, NY 10278.

FOR FURTHER INFORMATION CONTACT: Hans Point Du Jour, FTA, Region II, 212-264-8162 or Ann Catlin, Office of Grants Management at 202/366-1647.

SUPPLEMENTARY INFORMATION:

Background

49 U.S.C. section 5334(g) (formerly, Section 12(k) of the FT Act, as amended) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance determines that capital assets (including land) acquired, in whole or part, with such assistance are no longer needed for the purposes for which they were acquired, the Administrator may authorize the transfer of such assets to any public body to be used for any public purpose with no further obligation to the Federal Government.

Section 5334(g) Determinations

The provision also provides that before the FTA may authorize such a transfer, the FTA must first determine that:

(A) The asset being transferred will remain in public use for not less than 5 years after the date of the transfer;

(B) There are no purposes eligible for assistance under the Federal Transit Laws for which the asset should be used;

(C) The overall benefit of allowing the transfer outweighs the Federal Government interest in liquidation and return of the Federal financial interest in the asset, after consideration of fair market value and other factors; and

(D) In any case in which the asset is a facility or land, there is no interest in acquiring the asset for Federal use.

Federal Interest in Acquiring Land or Facility

This document implements the requirements of 49 U.S.C. section 5334(g)(1)(D). Accordingly, FTA hereby provides notice of the availability of the land or facility further described below. Any Federal agency interested in acquiring the affected land or facility should promptly notify the FTA.

If no Federal agency is interested in acquiring the existing land or facility, FTA will make certain that the other requirements specified in section 49 U.S.C. section 5334(g)(1) (A) through (C) are met before permitting the asset to be transferred.