

Dated: May 15, 1990.
 D.H. Whitten,
 Captain, U.S. Coast Guard, Acting Chief,
 Office of Marine Safety, Security and
 Environmental Protection.

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[CGD 90-034]

Commercial Fishing Industry Vessel Safety Act of 1988 Implementation

AGENCY: Coast Guard DOT.

ACTION: Notice of acceptance of organization for commercial fishing industry vessel casualty data compilation.

SUMMARY: The Coast Guard, in implementing the Commercial Fishing Industry Vessel Safety Act of 1988 (CFIVSA), has recognized the Marine Index Bureau (MIB), as a qualified party that has knowledge and experience in the collection of statistical insurance data. The CFIVSA authorizes delegation to such a party of authority to compile statistics concerning marine casualties from insurers of commercial fishing industry vessels. Although regulations requiring insurers of such vessels to report casualty data, as authorized by the CFIVSA, are not yet final, the Coast Guard encourages those insurers to voluntarily report casualty data to the Marine Index Bureau.

SUPPLEMENTARY INFORMATION: The CFIVSA requires that the Coast Guard compile statistics concerning marine casualties from data compiled from insurers of commercial fishing industry vessels. It further authorizes acceptance of qualified third parties to perform this function. In order to simplify the reporting and analysis process the Marine Index Bureau, P.O. Box 1964, New York, New York 10156-0612, has been authorized to collect this information and to make periodic reports to the Coast Guard. The MIB has a successful, ongoing, fishing industry vessel data collection program conducted in cooperation with fishing vessel owners, operators, and insurers. This authorization will permit compilation of statistics required by the CFIVSA.

On October 12, 1989, a public meeting was held in New York, NY, to consult with the insurance industry on the intent of and implementation of requirements related to casualty data collection and to elicit input into the formulation of implementation procedures (54 FR 38316, September 15, 1989). An Advance notice of Proposed Rulemaking

published in the Federal Register (53 FR 52735) on December 29, 1988, stated in very general terms what the U.S. Coast Guard was considering in implementing the CFIVSA. The ANPRM indicated that use of a third party organization to compile casualty statistics would be considered. All comments received on this issue in response to the ANPRM were supportive of third party compilation. A significant number of commenters specifically recommended that the Marine Index Bureau be delegated authority to do so.

The Commercial Fishing Industry Vessel Advisory Committee (Committee) considered this issue at its Seattle, Washington, meeting on October 25, 1989 (54 FR 39621, September 27, 1989). The Committee unanimously recommended that the Coast Guard authorize the Marine Index Bureau to collect the required casualty data.

The intent of Congress in requiring reporting and compilation of casualty data was to build a body of casualty data related to insurance claims to aid in assessing insurance costs and determining causes of casualties. Since it will take some time to build a useful database, it is important to begin collecting the appropriate information as soon as possible. The Marine Index Bureau has indicated a willingness to begin this effort now.

While the final rule which will spell out the specific procedures implementing the CFIVSA has not yet been published, insurers are encouraged to begin voluntarily reporting the data to the MIB now. A notice of proposed rulemaking to implement the CFIVSA, published on April 18, 1990 (55 FR 14924), contains a listing of the data proposed to be collected. The MIB has developed a reporting system which is acceptable to the Coast Guard, and the procedures for submitting the data to the MIB may be obtained upon written request to the MIB

FOR FURTHER INFORMATION CONTACT: Mr. Douglas Rabe, (G-MMI), room 2406, (202) 267-1430, U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593-0001

Dated: May 17, 1990.

D.H. Whitten

Captain, U.S. Coast Guard, Acting Chief,
 Office of Marine Safety, Security and
 Environmental Protection.

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Federal Aviation Administration

Acceptance of Noise Exposure Maps for Oakland International Airport, Oakland, 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 Port of Oakland for Oakland International Airport 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 determination on the noise exposure maps in May 3, 1990.

FOR FURTHER INFORMATION CONTACT: David Cross, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Burlingame, CA 94010-1303, Telephone 415/876-2779.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Oakland International Airport are in compliance with applicable requirements of part 150, effective May 3, 1990.

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 Federal Aviation Regulations (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 related descriptions submitted by the Port of