U.S. Department
of Transportation
Federal Aviation Administration

Memorandum

Subject: **ACTION:** Program Guidance Letter 94-2 Date: JUL 15 1994

From: Manager, Airports Financial Assistance Division, APP-500 Reply to Attn. of:

To: PGL Distribution List

94-2.1 Cancellation of Program Guidance Letters and New PGL Index (Jim Borsari (202) 267-8822).

The following Program Guidance Letters are cancelled:

86-6.1	Airport Planning*
87-2.2	Airport Planning Documents*
88-4.2	Revision to OMB Circular A-102
88-5.2	MLS Transition Policy
89-5.5	Software Eligibility Under Planning Grants*
90-2.1	Pavement Quality Control
90-4.3	Auditing 5 Percent of AIP Grants
90-4.5	Special Condition for Pavement Quality Control
90-4.7	Airport Master Planning Eligibility Under System Plan Projects*
90-4.12	Letter of Credit
90-5.2	Update on Letter of Credit (LOC)
91-4.1	Airport Permit Applications for Storm Water Discharge**
92-3.1	Current FAA Advisory Circulars for AIP Projects
93-1.2	Provision on Leases at Laredo, TX
93-2.4	Suspension of the Davis-Bacon Act for Parts of Florida, Louisiana, and Hawaii
93-2.5	Open Bidding on Federal and Federally Funded Construction Projects
93-6.1	Index of Program Guidance Letters

* These were cancelled by PGL 91-1, but we inadvertently retained them in the index dated May 1993.

** This was cancelled by PGL 93-3, but we inadvertently retained them in the index dated May 1993.

CANCELLED P.G.L 95-1 5/19/95

These Program Guidance Letters were informational in nature or are outdated. Regions may wish to retain copies for future informational purposes.

A new PGL index, Attachment A, reflects the above changes.

94-2.2 Emergency Response Studies - (Mark Beisse (202)(267-8826).

Aircraft rescue and fire fighting (ARFF) vehicles at airports certificated under FAR Part 139 are subject to stringent response time tests. Airport impediments such as sloping terrain, poor drainage, soft soil, and similar problems may cause a delayed response which is unacceptable under the regulation.

A study (or portion of studies) to identify and evaluate capital equipment or airport improvements needed to enhance emergency response is AIP eligible provided it results in an action plan for eligible development. We have also determined the preparation or revision of that portion of a certification manual or emergency plan required under FAR Part 139 is eligible provided such work is related to physical aspects of the airport which facilitate or impede ARFF vehicles and crews. This evaluation could be done as part of a master plan, a separate ARFF response study, or as project formulation.

The cost of airport management, operations or administration related to emergency planning and certification manuals is not eligible. In addition, the conduct of ARFF training continues to be ineligible.

A specialized procedure for analyzing emergency response at military airports has recently been developed by the U.S. Army Corps of Engineers, Mobility Systems Division, Waterways Experiment Station, Vicksburg, Mississippi. The cost to apply their technique at a civil airport, make recommendations on required facilities, and formulate a plan, is expected to range between $25,000 and $50,000. The Corps may compete for this work, although procurement of professional services is to be accomplished through standard AIP procedures, i.e., qualifications-based in accordance with the AAIA and 49 CFR 18.

We urge you to discuss with sponsors at airports having serious ARFF response time or other facility-related deficiencies the eligibility of emergency response studies. Sponsors may be encouraged to undertake the studies where such problems have been identified; regions may approve such projects. When any emergency response study is complete, a copy of the final report should be transmitted to AAS-100 for evaluation of the findings.

94-2.3 Implementation of Executive Order (E.O.) 12699, "Seismic Safety of Federal and Federally-Assisted or Regulated New Building Construction" (Leslie Haener (202) 267-5879).

On June 14, 1993, the Department of Transportation (DOT) published in the Federal Register, a final rule, 49 CFR Part 41, implementing the provisions of Executive Order (E.O.) 12699, "Seismic Safety of Federal and Federally-Assisted or Regulated New Building Construction," effective July 14, 1993. (Copies of both the E.O. and the final rule are in Attachments B and C respectively.) This rule applies to the design and construction of any new building for the DOT's use or ownership, as well as all grant and safety programs affecting Federally leased, assisted, or regulated buildings. The purpose of this E.O. is to reduce the risk of injury and death to building occupants, improve the capabilities of essential buildings to function during or after an earthquake, and to reduce earthquake losses of public buildings and investments.

The final rule requires any DOT Operating Administration assisting in, or guaranteeing the financing of, newly constructed buildings to ensure that any building constructed with such assistance is constructed in accord with seismic standards set out in 49 CFR 41.120. Any building constructed with Federal financial assistance after July 14, 1993, must be designed and constructed in accordance with seismic standards approved under Section 41.120 in order to be eligible for such assistance.

A certification of compliance with the seismic design and construction requirements of the rule must be obtained from the project's sponsor prior to the furnishing of Federal financial assistance to construct a building. Such statements of compliance may include, for example, the engineer's and architect's authenticated verifications of seismic design codes, standards, and practices used in the building; construction observation reports; local or state building department plan review documents; or other documents deemed appropriate by the DOT.

In order to comply with the requirements of 49 CFR 41 in the administration of the AIP, FAA will require airport sponsors to complete the certification set out in Attachment D. This certification must be included with the preapplication for Federal assistance. Regions may reproduce this certification locally and provide it to sponsors.

A number of questions have arisen regarding the timing of the applicability of the new rule, especially in regard to buildings for which development of detailed plans and

specification was initiated, final design was completed or substantially completed, or, in some cases, construction was completed, after the date of the E.O. but before DOT implemented its final regulations. Other questions concern the required statement of compliance, and alternatives to the acceptable model codes listed in the rule. The DOT has issued guidance for implementing this E.O., including a model reply which may be used to reply to questions by the affected grantees. A copy of DOT's informational memorandum and model reply are included as Attachment E.

Due to the timing and long lead time involved in the design of buildings, DOT and FAA will use the following policy guidelines, on a case by case basis, to implement the final rule with respect to AIP projects:

> Buildings under construction prior to July 14, 1993, are not required to meet the current seismic standard; however, builders (sponsors) are encouraged to consider incorporating the current seismic standards.
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> Buildings for which final design is initiated after July 14, 1993, shall be designed and constructed to current seismic standards.
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> Buildings for which final design is complete or substantially complete prior to July 14, 1993, are not required to meet the current seismic standards; however, builders (grantees) are encouraged to review incorporating the current standards.
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> Buildings where final design was initiated prior to July 14, 1993, but were not substantially complete by July 14, 1993, are required to meet current seismic standards.

A new grant may be issued to an airport sponsor or an existing grant may be amended (within statutory limits) to ensure compliance with the seismic requirements.

Although passenger facility charges are approved by the FAA, PFC revenue is considered "local money" - not Federal financial assistance. Because of this, the requirements set forth in E.O. 12699 do not pertain to projects funded solely with PFC revenues. In the interest of public safety and investment, however, we suggest that you remind airport sponsors of the guidelines and advise them that PFC funds may be used for any additional project cost related to seismic design requirements.

94-2.4 Establishment of Structures on Federally Obligated Paved Areas - (Mark Beisse (202) 267-8826).

We have recently received a proposal by an airport sponsor to construct an "anti-icing shelter" in conjunction with an aircraft deicing facility. The shelter would be used by an air carrier to provide shelter and prevent frost and snow accumulation while its aircraft is parked overnight.

Aircraft shelters exceed the standards for deicing facilities in Advisory Circular 150/5300-14 and are, therefore, ineligible for funding under AIP or PFC. And, while such structures provide protection from weather, housing of aircraft in hangars or shelters is not in itself an anti-icing measure. Airport sponsors, however, may wish to undertake this development without Federal participation.

This proposal has prompted us to review our longstanding policy regarding ineligible structures on Federally obligated aprons or other pavement. Consequently, we have determined that such structures may be installed subject to certain stringent criteria.

The program guidance in PGLs 92-5.1 and 93-1.4 for deicing facilities or equipment continues to be adequate for most proposals; we are now amending the eligibility criteria to provide flexibility for augmentation of the project. As a reminder, paved areas, lighting, gantries, deicing fluid collection systems, inspection houses, structural foundations, and drainage, may be individually or collectively eligible if required for minimum safety purposes. Hangars, storage buildings, or similar walls and a roof for deicing activities are normally ineligible.

An airport sponsor may construct a locally funded structure for deicing or anti-icing purposes on an AIP taxilane or apron, even if that structure would be located on an existing Federal agreement pavement. A sponsor may build more than one shelter for additional capacity. The FAA will take appropriate action to ensure sponsor compliance with the following requirements:

- Any proposed "anti-icing shelters," adjacent hangars, or related facilities must be depicted on the FAA-approved airport layout plan (ALP) prior to initiating work. The size of the structures must accommodate an appropriate range of user aircraft if limited anti-icing facilities are available. In reviewing the ALP, Airports offices should give special attention to any adverse impacts that such construction may have on taxi or runup operations at the airport.

- The sponsor will establish a fee schedule for use of the structures consistent with the assurance which requires that the airport be as self-sustaining as possible. Use of the structures during fair weather and for other than deicing/anti-icing purposes will be considered in establishing the fees.

- The sponsor may not operate the structures on an exclusive or near exclusive basis, and the sponsor must establish procedures for management and operation of the structure to ensure prompt access to the facility for each potential user. This may include movement of aircraft parked within the shelters to accommodate other airport users.

94-2.5 Additional Runways - (Don Samuels (202) 267-8818).

Advisory Circular 150/5300-13 was revised in 1991 relative to the criteria for justifying additional runways based on wind conditions. The AIP Handbook, Order 5100.38A, is in error in that it does not reflect the three specific crosswind components specified in the AC.

Paragraph 521.c. should be revised to read as follows:

> AIP participation in runway development will be limited to a single runway at an airport unless additional runways can be justified. An additional runway may be necessary to accommodate operational demands, minimize adverse wind conditions, or overcome environmental impacts. Use criteria contained in the latest issue of AC 150/5300-13, Airport Design, to determine if the additional runway is justified.

94-2.6 Use of Cellulose for Acoustical Insulation - (Don Samuels (202) 267-8818).

The Federal Aviation Administration (FAA) and the Naval Facilities Engineering Command contracted with Wyle Research to develop a report containing guidelines for the sound insulation of residences exposed to aircraft operations. The report has been published as document DOT/FAA/PP-92-5, Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations. Copies of the report were distributed to regions and district offices about two years ago.

It was not our intention that the report be used as a specification. Rather, it was intended to be used as a guide for the principles of noise insulation methods and practices.

Nomination of Richard F. Hohlt To Be a Member of the Board of Directors of the Student Loan Marketing Association

January 5, 1990

The President today announced his intention to nominate Richard F. Hohlt to be a member of the Board of Directors of the Student Loan Marketing Association. He would succeed Donald E. Roch.

Currently Mr. Hohlt serves as senior vice president of government affairs at the United States League of Savings Institutions in Washington, DC. Prior to this he served as executive assistant to United States Senator Richard G. Lugar. Mr. Hohlt graduated from Milliken University (B.S., 1970). He was born December 4, 1947, in Indianapolis, IN. Mr. Hohlt served in the Air Force Reserves, 1970–1976. Currently, he resides in Alexandria, VA.

tatement by Press Secretary Fitzwater on the Allocation of Disaster Relief Funds for Areas Affected by the San Francisco Earthquake and Hurricane Hugo

January 5, 1990

At the direction of the President, the Office of Management and Budget is today distributing $184.6 million from the President's Unanticipated Needs for Natural Disasters Account. On October 26, 1989, the President signed the second continuing resolution for fiscal year 1990, which provided $2.85 billion in disaster relief funds for areas affected by the San Francisco earthquake and Hurricane Hugo. Of the $2.85 billion, $250 million was made available to the President to meet, at his discretion, unanticipated needs arising from both disasters.

The funds released today will be distributed primarily in California and South Carolina and be used for a variety of purposes including school reconstruction; debris removal; transfer of patients to VA hospitals from damaged facilities; repair of damage to Federal parks, forests, wildlife refuges, and medical facilities; forest fire prevention; and stabilization of historic properties. Agencies receiving funds today include the Departments of Agriculture, Veterans Affairs, Education, Interior, and Defense and the General Services Administration. The President has previously authorized distribution of $20 million from the account for earthquake preparedness planning and research activities at the Federal Emergency Management Administration, the U.S. Geological Survey, the National Science Foundation, and the National Institute of Standards and Technology.

After distribution of the funds today, $45.4 million will remain in the President's Unanticipated Needs for Natural Disasters Account. This contingency reserve will enable the President to respond to unanticipated disaster relief needs which continue to be identified as recovery from the disasters proceeds.

Note: Background information outlining the allocation of the funds from the President's Unanticipated Needs for Natural Disasters Account was attached to this press release.

Executive Order 12699—Seismic Safety of Federal and Federally Assisted or Regulated New Building Construction

January 5, 1990

By the authority vested in me as President by the Constitution and laws of the United States of America, and in furtherance of the Earthquake Hazards Reduction Act of 1977, as amended (42 U.S.C. 7701 *et seq.*), which requires that Federal preparedness and mitigation activities are to include "development and promulgation of specifications, building standards, design criteria, and construction practices to achieve appropriate earthquake resistance for new . . . structures," and "an examination of alternative provisions and requirements for reducing earthquake hazards through Federal and federally financed construction, loans, loan guarantees, and licenses. . . ." (42 U.S.C. 7704(f) (3), (4)), it is hereby ordered as follows:

ATTACHMENT B

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(c) Federal agencies that are as of this date requiring seismic safety levels that are higher than those imposed by this order in their assigned new building construction programs shall continue to maintain in force such levels.

(d) Nothing in this order shall apply to assistance provided for emergency work essential to save lives and protect property and public health and safety, performed pursuant to Sections 402, 403, 502, and 503 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) (42 U.S.C. 5170a, 5170b, 5192, and 5193), or for temporary housing assistance programs and individual and family grants performed pursuant to Sections 408 and 411 of the Stafford Act (42 U.S.C. 5174 and 5178). However, this order shall apply to other provisions of the Stafford Act after a presidentially declared major disaster or emergency when assistance actions involve new construction or total replacement of a building. Grantees and subgrantees shall be encouraged to adopt the standards established in section 3(a) of this order for use when the construction does not involve Federal funding as well as when Federal Emergency Management Agency (FEMA) funding applies.

Sec. 4. Agency Responsibilities. (a) The Director of the Federal Emergency Management Agency shall be responsible for reporting to the President on the execution of this order and providing support for the secretariat of the Interagency Committee on Seismic Safety in Construction (ICSSC). The ICSSC, using consensus procedures, shall be responsible to FEMA for the recommendation for adoption of cost-effective seismic design and construction standards and practices required by sections 1 and 2 of this order. Participation in ICSSC shall be open to all agencies with programs affected by this order.

(b) To the extent permitted by law, each agency shall issue or amend existing regulations or procedures to comply with this order within 3 years of its issuance and plan for their implementation through the usual budget process. Thereafter, each agency shall review, within a period not to exceed 3 years, its regulations or procedures to assess the need to incorporate new or revised standards and practices.

Sec. 5. Reporting. The Federal Emergency Management Agency shall request, from each agency affected by this order, information on the status of its procedures, progress in its implementation plan, and the impact of this order on its operations. The FEMA shall include an assessment of the execution of this order in its annual report to the Congress on the National Earthquake Hazards Reduction Program.

Sec. 6. Judicial Review. Nothing in this order is intended to create any right or benefit, substantive or procedural, enforceable at law by a party against the United States, its agencies, its officers, or any person.

George Bush

The White House,
January 5, 1990.

[*Filed with the Office of the Federal Register, 12:08 p.m., January 8, 1990*]

Points of Light Recognition Program

The President named the following individuals and institutions as exemplars of his commitment to making community service central to the life and work of every American. The daily recognition program is intended as a national tribute of the highest order to every single American who makes a difference in the life of someone in need.

The President extends his appreciation to the following:

January 2

Senior Health and Peer Counseling Center, **of Santa Monica, CA. The Senior Health and Peer Counseling Center provides free or low-cost health screening to Santa Monica's senior citizens. It also serves as a placement facility where medical, nursing, and pharmacy students can gain valuable experience helping the elderly. In addition, volunteers are trained by the center to provide peer counseling, in English or Spanish, to seniors who need help, such as the handicapped and mentally ill and those who just need a friend. Special attention is given to seniors who have difficulty living alone or are in danger of becoming homeless.**

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Approximately 60 feet upstream of Frontage Road to Westbound Interstate Route 35	*754
Little Booger Creek:	
Approximately 0.7 mile upstream of Southwest Thomas Road	*7[illegible]
Approximately 1.54 miles upstream of Southwest Thomas Road	*771
South Shannon Creek:	
Approximately 615 feet downstream of Atchison, Topeka, & Santa Fe Railway	*799
Approximately 565 feet downstream of Atchison, Topeka, & Santa Fe Railway	*799
Maps available for inspection at the City Hall, Engineering Department, 141 West Renfro Street, Burleson, Texas.	
Freeport (city), Brazoria County (FEMA Docket No. 7061)	
Velasco Drainage Area:	
At the crossing of Velasco Boulevard and Missouri Pacific Railroad	*2
North Freeport Drainage Area:	
At the intersection of Twelfth Street and Cedar Street	*0
Maps are available for review at the City Hall, 128 East Fourth Street, Freeport, Texas.	
Galveston County unincorporated areas (FEMA Docket No. 7061)	
Gulf of Mexico:	
Gulf Shore Drive at Avenue G	*16
Approximately 500 feet southwest of intersection of Broadway Avenue and 7th Street	*17
At intersection of 22nd Street and Broadway Avenue	*14
At intersection of Boyt Road State Highway 87	*15
Maps available for inspection at the Galveston County Courthouse, 722 Moody, Galveston, Texas.	
Johnson County unincorporated areas (FEMA Docket No. 7057)	
Hurst Creek:	
Approximately 150 feet downstream of County Route 601	*725
Approximately 40 feet downstream of Frontage Road to Westbound Interstate Route 35	*751
South Shannon Creek:	
Approximately 0.69 mile upstream of County Route 920	*786
Approximately 100 feet upstream of Atchison, Topeka, & Santa Fe Railway	*810
Maps available for inspection at the Public Works Department, Johnson County Courthouse, 2 Main Street, Cleburne, Texas.	

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Dated: June 8, 1993.

Francis V. Reilly,

Deputy Administrator, Federal Insurance Administration.

[FR Doc. 93–13921 Filed 6–11–93; 8:45 am]

BILLING CODE 6718–03–M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

49 CFR Part 41

[Docket No. 48599]

RIN 2105–AB79

Seismic Safety of Federal and Federally Assisted or Regulated New Building Construction

AGENCY: Office of the Secretary, DOT.

ACTION: Final rule.

SUMMARY: The U.S. Department of Transportation is implementing the provisions of Executive Order (E.O.) 12699, "Seismic Safety of Federal and Federally-Assisted or Regulated New Building Construction." Under the Executive Order each affected Federal agency is given the responsibility for developing and implementing its own mission-appropriate and cost-effective regulations governing seismic safety. For DOT, this includes the design and construction of any of its new buildings for use or ownership, as well as the need for seismic safety recognition in all grant and safety programs affecting federally leased, assisted or regulated buildings. The purpose is to reduce the risk of death or injury to building occupants, improve the capabilities of essential buildings to function during or after an earthquake, and to reduce earthquake losses of public buildings and investments. The rules adopted in this document may be further implemented by the DOT Operating Administrations.

EFFECTIVE DATE: This regulation becomes effective on July 14, 1993.

FOR FURTHER INFORMATION CONTACT: Paul B. Larsen, Office of the Assistant General Counsel for Environmental, Civil Rights and General Law, (202) 366–9161, or Donald R. Trilling, Director, Office of Transportation Regulatory Affairs, (202) 366–4220, U.S. Department of Transportation, 400 7th Street SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On January 14, 1993, DOT published a notice of proposed rulemaking in the Federal Register for this regulation (58 FR 4393, January 14, 1993). Interested persons were invited to submit comments, and no comments were received.

Discussion of Regulation

Introduction

Seismic hazards pose a serious threat throughout much of the United States. It is therefore important in most parts of the nation to design structures according to appropriate seismic standards in order to mitigate losses from earthquakes. The Federal government, through the Earthquake Hazards Reduction Act of 1977, has developed the National Earthquake Hazards Reduction Program (NEHRP) to reduce the risks to life and property from future earthquakes. Through work of the NEHRP, the President has issued Executive Order 12699, "Seismic Safety of Federal and Federally Assisted or Regulated New Building Construction," which calls for Federal agencies to use appropriate seismic design and construction standards in design and construction of Federally owned, leased, assisted, and regulated new buildings. To support the implementation of this order, the Interagency Committee on Seismic Safety in Construction (ICSSC) recommends the use of seismic codes and standards that are substantially equivalent to the NEHRP Recommended Provisions for the Development of Seismic Regulations for New Buildings (Provisions and Commentary). This document offers guidelines (including maps defining the seismic groundshaking hazard nationwide) which represent the state-of-the-art in seismic design, have been widely reviewed, and are currently being incorporated into national standards and codes for adoption by state and local building codes.

Seismic Hazard

An earthquake is the oscillatory, sometimes violent movement of the Earth's surface that follows a release of energy in the Earth's crust. This energy

can be generated by a sudden dislocation of segments of the crust, by volcanic eruption, and even by manmade explosions. Seismic hazards that may be induced by earthquakes include ground shaking, surface faulting, liquefaction, landslides, lateral spreading, seiches, and tsunami. Seismic risk is a measure of potential losses due to the expected seismic hazards in a given area. Therefore, an unpopulated area has a lower seismic risk than an urban area exposed to the same seismic hazards. Similarly, poorly constructed buildings are exposed to greater seismic risk than well constructed ones in the same location.

Although in the United States most earthquakes occur in areas bordering the Pacific Ocean, history shows that other areas across the U.S. are susceptible to seismic hazard. On August 31, 1886 an earthquake estimated at 7.5 on the Richter scale shook Charleston, South Carolina, causing extensive damage and killing an estimated 60 to 100 people. On the basis of geologic and geophysical studies, it appears that quakes of this magnitude are possible at geologically similar locations along the eastern seabord. In the winter of 1811–1812, the New Madrid seismic zone, located in the Central U.S., produced three of the largest earthquakes known to have occurred in North America. This area is regarded by seismologists as the most hazardous zone east of the Rocky Mountains and it remains seismically active. The Loma Prieta earthquake that hit the San Francisco/Oakland area on October 17, 1989 measured 7.1 on the Richter scale and killed 64 people. The shock caused an estimated $7.1 billion in damage, and caused failure in key transportation links including the San Francisco-Oakland Bay Bridge and a 1½ mile long section of Interstate 880 in Oakland.

On the West Coast of the U.S. most people have experienced earthquakes, and recognize that major earthquakes will occur. The absence of large-magnitude earthquakes in the Central and Eastern U.S. since the Charleston earthquake in 1886 has resulted in a lack of awareness on the part of the general public of the existence of an earthquake threat in these areas. Nevertheless, the examples above illustrate why seismic hazard is more than a West Coast issue. Forty-six states as well as many U.S. territories and possessions are at risk from earthquakes.

Ground shaking is the seismic hazard that affects all buildings in an area impacted by an earthquake. (Liquefaction, landslides, and other seismic hazards are generally localized disturbances.) Because of the universal effect of ground shaking, it is the hazard that is addressed in greatest detail by building codes.

The ground shaking hazard is generally represented on maps. The United States Geological Survey (USGS) has developed national maps of ground shaking hazard that present equal levels of expected horizontal acceleration due to ground shaking. These maps are published in the Commentary to the 1991 NEHRP Recommended Provisions. On these maps, the plotted acceleration at any location represents a 90 percent probability that it will not be exceeded in 50 years. These maps have become the basis for the hazard maps included in up-to-date seismic design guidelines and codes. Similar maps are being developed for select areas at a larger scale that portray other seismic hazards. These illustrate the significant variation that can be expected due to multiple seismic hazards within a local region.

The derivation of the ground shaking maps considered, for each location, a number of factors. These included historical seismicity, proximity to known faults, and results of geological investigations. Because of the complexity of these factors, the development of the maps required a great deal of professional judgement and expertise.

The ground shaking maps described above quantify the significant variation in the expected hazard nationwide. The maps are the basis which allows a single building code to be applicable nationwide: The design, detailing, and construction requirements are varied according to the expected hazard as presented in the maps. Thus, a single design provision results in stringent requirements in a high hazard area and less stringent requirements in a low hazard area.

Seismic Design

Unlike hurricanes, large earthquakes cannot be predicted; they strike without warning with great destructive force. Most casualties occur from the ground shaking that can cause buildings and other structures to collapse and objects to fall. Related ground failure hazards also can cause serious losses in local areas. For these reasons, buildings and other structures need to be designed to resist earthquake forces.

The importance of using sound engineering and construction practices in design and construction is evident when the effects of two very similar earthquakes are compared: the 1971 San Fernando, California earthquake and the 1972 Managua, Nicaragua earthquake, with magnitudes of 6.6 and 6.2 respectively. Both earthquakes occurred at times of day when most people were at home, and both affected a population of approximately 1 million. The San Fernando earthquake affected an area with much new construction that had been designed under a building code that included earthquake requirements. This quake caused 58 deaths and $550 million in economic losses. The Managua quake affected a city where few buildings had been designed using modern requirements. This event caused over 5,000 deaths and an economic loss comparable to the annual gross national product of the entire country. Studies of structural performance in earthquakes indicate that severe damages and collapses of buildings almost always are the consequence of inadequate design or construction. The successful performance of buildings designed and constructed in accord with modern seismic standards show that effects of severe earthquakes can be resisted economically.

In California, where the perception of earthquake hazards has been high, up-to-date seismic preparedness and mitigating practices are regularly adopted and enforced, particularly in the form of seismic design and construction provisions in building codes. However, in the Central and Eastern United States recognition of earthquake hazards is more recent. In the past, the model building codes used in the Central and Eastern United States have tended to lag behind the West Coast in adoption of modern seismic design and construction provisions. However, in 1991 these model code organizations incorporated the NEHRP Recommended Provisions into their 1992 editions, bringing the seismic requirements of their model codes up to date with the most current information available. State and local regulatory authorities may adopt, modify, and enforce these model code provisions to achieve seismic safety in new building construction in their jurisdictions.

The impact of an earthquake includes not only immediate destruction of life and property, but also potential dangers to critical facilities and services, including hospitals, fire stations, police stations and emergency operating centers. Functions of these critical facilities may be crippled leading to further losses from lack of these services in a time of great need. Modern seismic standards require a higher level of seismic design an safety for these facilities in order to support their functionality following an earthquake.

the NEHRP recommended provisions before they can be considered to be appropriate for implementing the Order. A copy of the recommendation can be found in ICSSC RP 2.1-A, "Guidelines and Procedures for Implementation of the Executive Order on Seismic Safety of New Building Construction," which includes additional ICSSC consensus guidance for implementation. ICSSC RP 2.1-A is available from the U.S. Department of Commerce, National Institute of Standards and Technology, Building and Fire Research Laboratory, Gaithersburg, MD 20899.

The NEHRP recommended provisions are not a standard or model code, but constitute a resource document that may be used to develop effective seismic standards and building codes. The primary function to the NEHRP recommended provisions is to provide the minimum criteria considered prudent and economically justified for life safety and the protection of property as it impacts life safety in buildings subject to earthquakes at any location in the United States. The provisions were developed as a NEHRP project funded by FEMA. They are reviewed, updated, and published by the Building Seismic Safety Council (BSSC), a private sector organization representing nearly 60 organizations concerned with seismic safety. The Provisions have been extensively reviewed and balloted by the building community to provide a key source for the development of seismic provisions for national standards, model building codes, and building regulations for state and local governments in seismic areas. An updated version of the NEHRP recommended provisions is prepared every three years by the BSSC.

The most recent edition available is 1991. A non-technical explanation of the background, objective, and methods related to the NEHRP recommended provisions is available from FEMA.

In late 1989, the Building Officials and Code Administrators International (BOCA) appointed an ad hoc committee to review the 1988 Edition of the NEHRP recommended provisions with the purpose of developing a comprehensive and consistent position on code requirements for earthquake loads that will reflect technology, design practices and national codes and standards. The Southern Building Code Congress (SBCC) participated in a similar cooperative effort. As a result of these efforts, the 1992 versions of the BOCA National Building Code and the SBCC Standard Building Code have incorporated the NEHRP recommended provisions into their seismic requirements. The NEHRP Recommended Provisions are also being considered by the American Society of Civil Engineers (ASCE) for adoption into the National Standard ASCE 7-88, "Minimum Design Loads for Buildings and Other Structures."

Section 3(a) of the Order requires implementation actions to "consider the seismic hazards in various areas of the country to be as shown in the most recent edition of the American National Standards Institute Standard A58, Minimum Design Loads for Buildings and Other Structures, or subsequent maps adopted for Federal use in accord with this order." The cited standard map is now available as ASCE 7. This map is based on the nationwide maps of horizontal ground acceleration developed by the USGS that also serve as the base for the design maps included with the NEHRP Recommended Provisions.

The ICSSC has recommended the use of standards and codes equivalent to the NEHRP Recommended Provisions. Therefore, the NEHRP maps are considered appropriate for Federal use in implementing the Executive Order.

Versions of the NEHRP maps have been adopted along with the NEHRP Recommended Provisions into the BOCA National and SBCC Standard building codes. The seismic zone map in the 1991 International Conference of Building Officials (ICBO) Uniform Building Code is also based on one of the USGS maps of horizontal ground acceleration. The ICBO map should be used with the ICBO code. It is not appropriate to use the NEHRP maps with the ICBO Uniform Building Code, because the design requirements of building codes are keyed to the numerical values of the map they reference.

This rule applies only to new construction. All buildings owned, leased, constructed, assisted through such methods as loans, grants or guarantees of loans, or regulated by DOT must conform to the requirements of the new rule. Under the Earthquake Hazard Reduction Act, 49 U.S.C. 7701 *et seq.*, the Department of Transportation is independently responsible for ensuring that appropriate seismic design and construction standards are applied to new construction under its purview. In the Department of Transportation the DOT Operating Administrations will further implement this rule, where necessary.

Section 41.110 states the general purpose of the rule. The rule applies to buildings. A building means any structure, fully or partially enclosed, used or intended for sheltering persons and property. "New building" is not defined. However, it is commonly accepted construction practice in this country, as expressed in the model codes, to treat additions as new buildings. Therefore, this rule should be interpreted to apply to additions to existing buildings as well as to new buildings.

Section 41.115 states that the rule applies to buildings leased for DOT occupancy. The 1988 NEHRP Recommended Provisions required that the entire building meet the most stringent requirements of any use that occupies 15 percent or more of the total building area. It is therefore reasonable to require that seismic safety provisions apply to buildings in which 15 percent or more of the total space will be leased for DOT use.

Section 41.117 provides that any buildings constructed with DOT financial assistance must be designed and constructed in accordance with approved seismic standards.

Section 41.119 provides that buildings regulated by DOT are subject to the rule.

Section 41.120 identifies the acceptable model codes. Emergency work or assistance in compliance with the Stafford Act, 42 U.S.C. 5170a, 5170b, 5174, 5178, 5192 and 5193 is not required to meet the requirements of a seismic safety program.

Finally, § 41.125 provides that nothing in this rule is intended to create any right or benefit against DOT, its Operating Administrations, its officers or any person.

Reference

The following materials are referenced in 49 CFR part 41. Each of the following model codes has been found to provide a level of seismic safety substantially equivalent to that provided by use of the 1988 NEHRP Recommended Provisions: The 1991 International Conference of Building Officials (ICBO) Uniform Building Code; the 1992 Supplement to the Building Officials and Code Administrators International (BOCA) National Building Code; and the 1992 Amendments to the Southern Building Code Congress (SBCC) Standard Building Code. Revisions of these model codes that are substantially equivalent to or exceed the then current or immediately preceding edition of the NEHRP Recommended Provisions, as it is updated, can be approved by a DOT Operating Administration to meet the requirements of this part.

Regulatory Evaluation

The rule is not considered to be major under Executive Order 12291, but is

required prior to the furnishing of such assistance. Such statements of compliance may include the engineer's and architect's authenticated verifications of seismic design codes, standards, and practices used in the design and construction of the building, construction observation reports, local or state building department plan review documents, or other documents deemed appropriate by the DOT Operating Administration.

§ 41.119 DOT regulated buildings.

(a) Each DOT Operating Administration with responsibility for regulating the structural safety of buildings and additions to existing buildings will ensure that each DOT regulated building is designed and constructed in accord with seismic design and construction standards as provided by this part.

(b) This section pertains to all new building projects for which development of detailed plans and specifications begin after July 14, 1993.

(c) Any building for which a DOT Operating Administration responsible for regulating the structural safety must comply with the seismic design and construction standards in this part.

(d) For DOT regulated buildings a certification of compliance with the seismic design and construction requirements of this part is required prior to the acceptance of the building. Such statements of compliance may include the engineer's and architect's authenticated verification of seismic design codes, standards, and practices used in the design and construction of the building, construction observation reports, local or state building department plan review documents, or other documents deemed appropriate by the DOT Operating Administration.

§ 41.120 Acceptable model codes.

(a) This section describes the standards that must be used to meet the seismic design and construction requirements of this part.

(b) (1) The following are model codes which have been found to provide a level of seismic safety substantially equivalent to that provided by use of the 1988 National Earthquake Hazards Reduction Program (NEHRP) Recommended Provisions (Copies are available from the Office of Earthquakes and Natural Hazards, Federal Emergency Management Agency, 500 C Street, SW., Washington, DC 20472.):

(i) The 1991 International Conference of Building Officials (ICBO) Uniform Building Code, published by the International Conference of Building Officials, 5360 South Workman Mill Rd., Whittier, Cal. 90601;

(ii) The 1992 Supplement to the Building Officials and Code Administrators International (BOCA) National Building Code, published by the Building Officials and Code Administrators, 4051 West Flossmoor Rd., Country Club Hills, Ill. 60478–5795; and

(iii) The 1992 Amendments to the Southern Building Code Congress (SBCC) Standard Building Code, published by the Southern Building Code Congress International, 900 Montclair Rd., Birmingham, Ala. 35213–1206.

(2) Versions of the NEHRP seismic maps have been adopted along with the NEHRP Recommended Provisions into the BOCA National and SBCC Standard building codes. The seismic zone map in the ICBO Uniform Building Code is also based on one of the USGS maps of horizontal ground acceleration. However, the ICBO map should be used only with the ICBO code. Also, it is not appropriate to use the NEHRP maps with the ICBO Uniform Building Code, because the design requirements of building codes are keyed to the numerical values of the map they reference.

(c) Revisions to the model codes listed in paragraph (b) of this section that are substantially equivalent to or exceed the then current or immediately preceding edition of the NEHRP recommended provisions, as it is updated, may be approved by a DOT Operating Administration to meet the requirements in this part.

(d) State, county, local, or other jurisdictional building ordinances adopting and enforcing the model codes, listed in paragraph (b) of this section, in their entirety, without significant revisions or changes in the direction of less seismic safety, meet the requirements in this part. For ordinances that do not adopt the model codes listed in paragraph (b) of this section, substantial equivalency of the ordinances to the seismic safety level contained in the NEHRP recommended provisions must be determined by the DOT Operating Administration before the ordinances may be used to meet the requirements of this part.

(e) DOT Operating Administrations that, as of January 5, 1990, required seismic safety levels higher than those imposed by this part in new building construction programs will continue to maintain such levels in force.

(f) Emergencies. Nothing in this part applies to assistance provided for emergency work or for assistance essential to save lives and protect property and public health and safety performed pursuant to sections 402, 403, 502, and 503 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), 42 U.S.C. 5170a, 5170b, 5192, and 5193, or for temporary housing assistance programs and individual and family grants performed pursuant to Sections 408 and 411 of the Stafford Act, 42 U.S.C. 5174 and 5178. However, this part applies to other provisions of the Stafford Act after a Presidentially declared major disaster or emergency when assistance actions involve new construction or total replacement of a building.

§ 41.125 Judicial review.

Nothing in this part is intended to create any right or benefit, substantive or procedural, enforceable at law by a party against the DOT, its Operating Administrations, its officers, or any person.

Issued this 26th day of May 1993 at Washington, D.C.

Federico Peña,

Secretary of Transportation.

[FR Doc. 93–13867 Filed 6–11–93; 8:45 am]

BILLING CODE 4910–62–M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 285

[Docket No. 920407–2159; I.D. 030293A]

Atlantic Tuna Fisheries; Bluefin Tuna

AGENCY: National Marine Fisheries Service (NMFS), NOAA, Commerce.

ACTION: Announcement of fishing category quota overharvests/underharvests for the 1992 fishing season and adjustments to the 1993 quota.

SUMMARY: NMFS announces that the domestic western Atlantic bluefin tuna category quotas have either been overharvested or underharvested during the 1992 fishing season. Additionally, NMFS also announces that it is taking action, pursuant to authority in implementing regulations at 50 CFR 285.22(f), to allocate tonnage from the 1992 and 1993 reserve to cover the 1992 overharvest in the General and Harpoon categories.

These actions result in a base 1993 category quota breakdown as follows: General category—573 metric tons (mt); Harpoon category—53 mt; Purse Seine category—302 mt; Incidental Catch category—southern longline subcategory quota of 54 mt, northern longline

ATTACHMENT D

CERTIFICATION OF COMPLIANCE WITH THE SEISMIC DESIGN AND CONSTRUCTION REQUIREMENTS OF 49 CFR Part 41

The undersigned Sponsor's Authorized Representative certifies that the Sponsor will comply with the requirements set forth in 49 CFR Part 41 in the design and construction of the building(s) to be financed with the assistance of the Federal Aviation Administration.

Compliance will be met by adhering to at least one of the following accepted standards:

a. Model codes found to provide a level of seismic safety substantially equivalent to that provided by use of the 1988 National Earthquake Hazards Reduction Program (NEHRP) including:

1. The 1991 International Conference of Building Officials (IBCO) Uniform Building Code, published by the International Conference of Building Officials, 5360 South Workman Mill Road, Whittier, California 90601.

2. The 1992 Supplement to the Building Officials and Code Administration International (BOCA) National Building Code, published by the Building Officials and Code Administrators, 4051 West Flossmoor Road, Country Club Hills, Illinois 60478-5795.

3. The 1992 Amendments to the Southern Building Code Congress (SBCC) Standard Building Code, published by the Southern Building Code Congress International, 900 Montclair Road, Birmingham, Alabama 35213-1206.

b. Revisions to the model codes listed above that are substantially equivalent or exceed the then current or immediately preceding edition of the NEHRP recommended provisions, as it is updated, may be approved by the DOT Operating Administration to meet the requirements of 49 CFR Part 41.

c. State, county, local, or other jurisdictional building ordinances adopting and enforcing the model codes, listed above, in their entirety, without significant revisions or changes in the direction of less seismic safety, meet the requirement of 49 CFR Part 41.

Signed _____ Dated _____

Sponsor's Authorized Representative

DRAFT LETTER TO CONTRACTORS, LESSORS, AND GRANTEES

Dear _____

On June 14 the Department of Transportation (DOT) published a final rule in the Federal Register (implementing Executive Order (E.O.) 12699), "Seismic Safety of Federal and Federally-Assisted or Regulated New Building Construction", effective July 14, 1993 (A copy of the final rule, which is to be codified in 49 CFR Part 41, is attached).

The rule applies to new DOT owned buildings and additions to buildings; new buildings to be leased for DOT occupancy; new buildings and additions to existing buildings built with DOT assistance through Federal grants or loans or guarantees; and to DOT regulated buildings.

DOT Owned or Leased Buildings

49 CFR 41.110 (new DOT owned buildings and additions to buildings) and 41.115 (new buildings to be leased for DOT occupancy) apply to building projects for which an agreement covering development of detailed plans and specifications is effective after January 5, 1990, which is the date of issuance of E. O. 12699. Section 4(b) of the E. O. specifically gave the Federal agencies 3 years to produce regulations to comply with the Order.

It will not be possible to apply the new rule in full to all DOT owned and leased buildings for which development of detailed plans and specifications was initiated after January 5, 1990 because much of the building construction has been completed. On the other hand DOT is required to reduce risk to lives of the building occupants, improve the capabilities of essential buildings to function during or after an earthquake, and to reduce earthquake losses. Thus, according to the state of construction completion, DOT will apply the requirements of the new rule as much as possible to building projects contracted after January 5, 1990.

Buildings Built with Federal Assistance or Regulated by DOT

49 CFR 41.117 (buildings built with Federal assistance) and 41.119 (DOT regulated buildings) require that these buildings be designed and constructed in accordance with current standards if constructed with Federal assistance after July 14, 1993. Due to the timing of the final rule and the long lead time involved

in the design of buildings, DOT will use the following policy guidelines, on a case by case basis, to implement the final rule:

Buildings under construction prior to July 14, 1993 are not required to meet the current seismic standard; however, builders (grantees) are encouraged to consider incorporating the current seismic standards.

Buildings for which final design is initiated after July 14, 1993 shall be designed and constructed to current seismic standards.

Buildings for which final design is complete or substantially complete prior to July 14, 1993 are not required to meet the current seismic standards; however, builders (grantees) are encouraged to review incorporating the current standards.

Buildings where final design was initiated prior to July 14, 1993 but were not substantially complete by July 14, 1993 are required to meet current seismic standards.

General Information

All contractors, lessors, and grantees are reminded that Federal law, 42 USC 7705b, requires the President to adopt, not later than December 1, 1994, standards for enhancing the seismic safety of existing buildings. It is expected that rule making on the applicability of these standards will be initiated soon. Under it agencies will begin a process of identifying seismicly vulnerable buildings and estimate the cost of retrofit, followed by retrofit construction.

Retrofit construction is much more expensive than new construction. Thus it is usually more efficient and desirable to incorporate seismic standards into new buildings to the maximum extent possible than to retrofit existing buildings. We encourage all parties to consider seriously whether it would be more efficient to build-in seismic safety at the design and construction phase rather than at the much more costly reconstruction phase.

A certification of compliance with seismic standards is required for all construction governed by 49 CFR Part 41. The contents of the certification is stated in the regulation. The certification may be in the form of an engineer's or architect's signed or stamped verification that the engineer or architect has complied with the applicable seismic code. For Federally owned or leased buildings a form of certification or statement of compliance will be required prior to acceptance of the building and no contract or lease will be entered into without receipt of such certification or statement of compliance. For buildings constructed with Federal assistance from DOT, the regulation requires that the recipient of a grant provide assurance that it will obtain a certificate of

compliance with seismic design and construction requirements before accepting delivery of any building financed with such financial assistance.

In regard to a definition of "building" E.O. 12699, Section 1, states that a "building" means any structure, fully or partially enclosed, used or intended for sheltering persons or property. Regarding further definition of the term "building" we refer to the Interagency Committee on Seismic Safety in Construction (ICSSC) RP-2.1A recommendation that no buildings be considered exempt from E.O. 12699 and from the implementing regulation (49 CFR Part 41) except those buildings which are specifically exempted by the National Earthquake Hazards Reduction Program (NEHRP). Thus one and two story family dwellings in seismic risk zones 0 and 1 are exempted from the DOT seismic safety program. For the sake of uniformity ICSSC recommends that agencies should not make further unilateral exemptions. We also refer to accepted construction practice as expressed in the acceptable model codes as identified in 49 CFR 41.120.

For a locality which has not adopted any of the three acceptable model codes, it is assumed that engineers and architects in that locality are familiar with the model code which is common to that part of the country, e.g. architects and engineers in Alabama will be familiar with the Southern Building Code Congress (SBCC) Standard Building Code; those in the Northeast will be familiar with the Building Officials and Code Administrators International (BOCA) National Building Code, and those in the West will be familiar with the International Conference of Building Officials (ICBO) Uniform Building Code. If a locality does not wish to adopt any of the three model codes, such locality may pay for and submit to __(the Operating Administration)__ a study establishing the equivalence of the design of their project to the design requirements of one of the model codes to comply with the seismic safety rule.

PLarsen:69161:8/12/93
Seismic memo

Source of flooding and location	#Depth in feet above ground. *Elevation in feet (NGVD)
Approximately 60 feet upstream of Frontage Road to Westbound Interstate Route 35	*754
Little Booger Creek:	
Approximately 0.7 mile upstream of Southwest Thomas Road	*[illegible]
Approximately 1.54 miles upstream of Southwest Thomas Road	*771
South Shannon Creek:	
Approximately 615 feet downstream of Atchison, Topeka, & Santa Fe Railway	*799
Approximately 565 feet downstream of Atchison, Topeka, & Santa Fe Railway	*799
Maps available for inspection at the City Hall, Engineering Department, 141 West Renfro Street, Burleson, Texas.	
Freeport (city), Brazoria County (FEMA Docket No. 7061)	
Velasco Drainage Area:	
At the crossing of Velasco Boulevard and Missouri Pacific Railroad	*2
North Freeport Drainage Area:	
At the intersection of Twelfth Street and Cedar Street	*0
Maps are available for review at the City Hall, 128 East Fourth Street, Freeport, Texas.	
Galveston County unincorporated areas (FEMA Docket No. 7061)	
Gulf of Mexico:	
Gulf Shore Drive at Avenue G	*16
Approximately 500 feet southwest of intersection of Broadway Avenue and 7th Street	*17
At intersection of 22nd Street and Broadway Avenue	*14
At intersection of Boyt Road State Highway 87	*15
Maps available for inspection at the Galveston County Courthouse, 722 Moody, Galveston, Texas.	
Johnson County unincorporated areas (FEMA Docket No. 7057)	
Hurst Creek:	
Approximately 150 feet downstream of County Route 601	*725
Approximately 40 feet downstream of Frontage Road to Westbound Interstate Route 35	*751
South Shannon Creek:	
Approximately 0.89 mile upstream of County Route 920	*786
Approximately 100 feet upstream of Atchison, Topeka, & Santa Fe Railway	*810
Maps available for inspection at the Public Works Department, Johnson County Courthouse, 2 Main Street, Cleburne, Texas.	

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Dated: June 8, 1993.

Francis V. Reilly,

Deputy Administrator, Federal Insurance Administration.

[FR Doc. 93–13921 Filed 6–11–93; 8:45 am]

BILLING CODE 6718–03–M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

49 CFR Part 41

[Docket No. 48599]

RIN 2105–AB79

Seismic Safety of Federal and Federally Assisted or Regulated New Building Construction

AGENCY: Office of the Secretary, DOT.

ACTION: Final rule.

SUMMARY: The U.S. Department of Transportation is implementing the provisions of Executive Order (E.O.) 12699, "Seismic Safety of Federal and Federally-Assisted or Regulated New Building Construction." Under the Executive Order each affected Federal agency is given the responsibility for developing and implementing its own mission-appropriate and cost-effective regulations governing seismic safety. For DOT, this includes the design and construction of any of its new buildings for use or ownership, as well as the need for seismic safety recognition in all grant and safety programs affecting federally leased, assisted or regulated buildings. The purpose is to reduce the risk of death or injury to building occupants, improve the capabilities of essential buildings to function during or after an earthquake, and to reduce earthquake losses of public buildings and investments. The rules adopted in this document may be further implemented by the DOT Operating Administrations.

EFFECTIVE DATE: This regulation becomes effective on July 14, 1993.

FOR FURTHER INFORMATION CONTACT: Paul B. Larsen, Office of the Assistant General Counsel for Environmental, Civil Rights and General Law, (202) 366–9161, or Donald R. Trilling, Director, Office of Transportation Regulatory Affairs, (202) 366–4220, U.S. Department of Transportation, 400 7th Street SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On January 14, 1993, DOT published a notice of proposed rulemaking in the **Federal Register** for this regulation (58 FR 4393, January 14, 1993). Interested persons were invited to submit comments, and no comments were received.

Discussion of Regulation

Introduction

Seismic hazards pose a serious threat throughout much of the United States. It is therefore important in most parts of the nation to design structures according to appropriate seismic standards in order to mitigate losses from earthquakes. The Federal government, through the Earthquake Hazards Reduction Act of 1977, has developed the National Earthquake Hazards Reduction Program (NEHRP) to reduce the risks to life and property from future earthquakes. Through work of the NEHRP, the President has issued Executive Order 12699, "Seismic Safety of Federal and Federally Assisted or Regulated New Building Construction," which calls for Federal agencies to use appropriate seismic design and construction standards in design and construction of Federally owned, leased, assisted, and regulated new buildings. To support the implementation of this order, the Interagency Committee on Seismic Safety in Construction (ICSSC) recommends the use of seismic codes and standards that are substantially equivalent to the NEHRP Recommended Provisions for the Development of Seismic Regulations for New Buildings (Provisions and Commentary). This document offers guidelines (including maps defining the seismic groundshaking hazard nationwide) which represent the state-of-the-art in seismic design, have been widely reviewed, and are currently being incorporated into national standards and codes for adoption by state and local building codes.

Seismic Hazard

An earthquake is the oscillatory, sometimes violent movement of the Earth's surface that follows a release of energy in the Earth's crust. This energy

ATTACHMENT F

SEP 7 1993

INFORMATION: Mobile Aircraft Rescue and Firefighting Training Simulators

Manager, Airport Safety and
Compliance Branch, AAS-310

All Regions
Attn: Airport Certification Inspectors
AMA-620

This is to inform you that we have determined that the training received using the R^2 mobile propane fire simulator meets the requirements of 139.319(j)(3) for Index A and B certificated airports. The following conditions must also be met for the training to be valid:

1. The on-site instructor in charge of the training must also be the one to sign the individual trainee's training certificate;

2. The on-site instructor in charge of the training would be required to hold credentials in accordance with the criteria established under NFPA 1003, Airport Fire Fighter Professional Qualifications, and NFPA 1041, Fire Service Professional Qualifications; and

3. The operator of the fire scenario control center would be required to hold some form of operator's training certificate issued by the manufacturer of the device and would be subject to annual recertification by that manufacturer.

If you have any questions regarding this, please contact the headquarters specialist assigned to your region, Bert Ruggles or me.

Benedict D. Castellano

AAS-310:BDCastellano:78728:8/30/93
cc:ARP-11B:AAS-1/2/300/310:
APP-500:No control
MW (Train.doc)