

the activities of international organizations with regard to communications and information, and developing country interests.

The 24-person committee was appointed by Ambassador Vonya B. McCann, United States Coordinator for International Communications and Information Policy, U.S. Department of State, and serves under the Chairmanship of Ed Black, President, Computer & Communications Industry Association.

The purpose of this meeting will be to hear reports from the working groups on various issues that chart the future direction and work plan of the committee. The members will look at the substantive issues on which the committee should focus, as well as specific countries and regions of interest to the committee.

The committee will follow the procedures prescribed by the Federal Advisory Committee Act (FACA). Meetings will be open to the public unless a determination is made in accordance with the FACA Section 10(d), 5 U.S.C.(c) (1) and (4) that a meeting or a portion of the meeting should be closed to the public.

This meeting will be held on Thursday, September 12, 1996, from 9:30 a.m. to 12:30 p.m. in Room 1107 of the Main Building of the U.S. Department of State, located at 2201 "C" Street, N.W., Washington, D.C. 20520. While the meeting is open to the public, admittance to the State Department Building is only by means of a pre-arranged clearance list. In order to be placed on the pre-clearance list, please provide your name, title, company, social security number, date of birth, and citizenship to Shirlett Brewer at (202) 647-5233 or by fax at (202) 647-5957. All attendees must use the "C" Street entrance. One of the following valid ID's will be required for admittance: any U.S. driver's license with photo, a passport, or a U.S. Government agency ID.

For further information, contact Timothy Finton, Executive Secretary of the committee, at (202) 647-5385.

Dated: August 8, 1996.
Timothy C. Finton,
Executive Secretary, Advisory Committee for International Communications and Information Policy.

[FR Doc. 96-21192 Filed 8-19-96; 8:45 am]

BILLING CODE 4710-45-M

[Public Notice No. 2427]

Shipping Coordinating Committee International Maritime Organization (IMO) Legal Committee; Notice of Meeting

The U.S. Shipping Coordinating Committee (SHC) will conduct an open meeting at 10:00 a.m., on Thursday, September 19, 1996, in Room 2415 of U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, D.C. The purpose of this meeting is to prepare for the 74th Session of the Legal Committee to be held from October 14-18, 1996. At that session, the Legal Committee will consider the issue of compensation for pollution from ships' bunkers, a draft convention on wreck removal, and the issue of compulsory insurance. Before addressing those matters, however, the representatives will solicit public comment on whether the United States should sign or ratify the Convention on Liability and Compensation in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS Convention) and the 1996 Protocol to amend the International Convention on Limitation of Liability for Maritime Claims (76 LLMC), both of which agreements were reported at the last meeting of the SHC.

Members of the public are invited to attend the SHC meeting, up to the seating capacity of the room. For further information, for copies of the conference drafts of these instruments or other conference documents, or to submit views concerning the subjects of discussion, contact either Captain David J. Kantor or Lieutenant Commander Bruce P. Dalcher, U.S. Coast Guard (G-LMI), 2100 Second Street, S.W., Washington, D.C. 20593, telephone (202) 267-1527, telefax (202) 267-4496.

Dated: August 9, 1996.
Russell A. LaMantia,
Chairman, Shipping Coordinating Committee.
[FR Doc. 96-21190 Filed 8-19-96; 8:45 am]
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[Public Notice No. 2426]

Shipping Coordinating Committee Subcommittee on Safety of Life at Sea Working Group on Bulk Liquids and Gases; Notice of Meeting

The Working Group on Bulk Liquids and Gases (BLG) of the Subcommittee on Safety of Life at Sea (SOLAS) will conduct an open meeting at 9:30 AM on Thursday, September 19, 1996, in Room 6103, U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, DC 20593-0001. The purpose of the meeting is to review the results of the

First Session of the BLG Subcommittee of the International Maritime Organization (IMO) which was held on March 4-8, 1996, at the IMO Headquarters in London. In addition, items listed on the BLG work program will be discussed in preparation for the Second Session of the BLG Subcommittee which will be held in April 1997.

The agenda items of particular interest:

- a. Evaluation of safety and pollution hazards of chemicals.
- b. Additional safety measures for tankers.
- c. Tanker pump-room safety.
- d. Shipboard pollution emergency plans.
- e. Review of Annexes I and II of the International Convention of Pollution from Ships, 1973 and of the Protocol of 1978 (MARPOL 73/78).
- f. Review of hypothetical oil outflow parameters.
- g. Safety aspects of the alternative tanker designs under MARPOL 73/78 regulation I/13F.
- h. Decisions of other IMO bodies.
- i. BLG Work Program.

The mailing list of those interested in the activities of the BLG SOLAS Working Group is being updated. The chairman has sent out solicitations to over two hundred potentially interested persons identified from other mailing lists related to oil, chemical and liquefied gas tanker technical issues. Members of the public, in addition to those specifically solicited, may also attend the SOLAS Working Group meeting and/or have their names added to the mailing list by contacting: Commander K. S. Cook, U.S. Coast Guard (G-MSO-3), 2100 Second Street, S.W., Washington, DC 20593-0001 or by calling (202) 267-1217.

Dated: August 9, 1996.
Russell A. LaMantia,
Chairman, Shipping Coordinating Committee.
[FR Doc. 96-21191 Filed 8-19-96; 8:45 am]
BILLING CODE 4710-07-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket OST-96-1075]

Application of Pro Air, Inc., for Issuance of Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 96-8-20).

SUMMARY: The Department of Transportation is directing all interested

persons to show cause why it should not issue an order (1) finding Pro Air, Inc., fit, willing, and able, and (2) awarding it a certificate of public convenience and necessity to engage in scheduled interstate passenger air transportation, subject to conditions.

DATES: Persons wishing to file objections should do so no later than August 29, 1996.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-96-1075 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Mr. James A. Lawyer, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590, (202) 366-9721.

Dated: August 14, 1996.

Charles A. Hunnicutt,
Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-21142 Filed 8-19-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

[Docket No. 28661]

Procedures for Processing Petitions for Interim Compliance Waivers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: This document presents a review of the procedures and information necessary for an operator of a Stage 2 noise level airplane subject to the phaseout regulations, resulting from the Airport Noise and Capacity Act of 1990, to submit a request for a compliance waiver. As a result of its experience preceding the first interim Stage 2 phaseout compliance date, December 31, 1994, the Federal Aviation Administration (FAA) reminds all affected operators of the procedures for applying for interim compliance waivers. This document also serves as a reminder to operators that as of March 14, 1995, new compliance arrangements that rely on sharing Stage 3 airplanes for noise compliance purposes by placing them on the operators specifications of more than one operator are prohibited, and that existing share arrangements may not be used for compliance with the December 31, 1996, requirements.

FOR FURTHER INFORMATION CONTACT:

Mr. William W. Albee, Policy and Regulatory Division (AEE-300), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3553, facsimile (202) 267-5594.

SUPPLEMENTARY INFORMATION:

Background

Sections 91.865 and 91.867 of 14 CFR each require that as of December 31, 1996, an operator of Stage 2 airplanes either reduce the number of Stage 2 airplanes it operates by 50% from its base level, achieve a fleet mix of airplanes that is 65% Stage 3 airplanes, or in the case of a new entrant, achieve a fleet mix that is 50% Stage 3 airplanes. Section 91.871 allows operators to request waivers from interim compliance dates in limited circumstances. In order to facilitate compliance with the December 31, 1996, requirement, the FAA is summarizing the regulatory requirements for waiver requests from the Stage 3 transition regulations.

Filing Requests

As stated in § 91.871, applications for waivers must be filed at least 120 days prior to the compliance date from which the waiver is requested. This means that applications must be filed no later than Tuesday, September 3, 1996, to ensure that they will be considered before the December 31, 1996, compliance date.

Each petition for an interim compliance waiver will be reviewed to determine whether it meets the basic criteria listed 14 CFR 91.871. If the criteria are not met, the petitioner will receive a letter indicating that all of the required information has not been submitted. Petitioners will have an opportunity to submit missing information before any disposition is final.

Criteria (14 CFR 91.871)

All applications for a waiver must contain all of the following:

1. The operator's plan to achieve interim and final compliance;
2. An explanation of the operator's efforts to date to achieve compliance; and
3. Evidence or other information showing that a grant of the requested waiver is in the public interest.

In addition to the three criteria listed above, each petitioner must also explain why compliance with the December 31, 1996, requirement would be at least one of the following:

1. Financially onerous;
2. Physically impossible;
3. Technologically infeasible; or

4. Have an adverse effect either on competition or service to small communities.

Scope of Request

Each waiver will be considered only for the airplanes operated by the petitioner on the date the petition was submitted to the FAA. Operators are expected to have submitted viable compliance plans and abided by them. The FAA's analysis of any petition will take into account the total circumstances of the operator, including all actions taken up to the date of the petition.

Publication

Upon completion of the review and determination that the petition is complete in accordance with the criteria described above, a summary of the petition will be published in the Federal Register for public comment for a minimum of 14 days. A docket will be opened that contains the petition, any other pertinent information, and any comments received.

Response

After the close of the comment period, the Office of Environment and Energy (AEE) will analyze each request and draft a response that contains a narrative analysis of each required element. If the results of the analysis show that the petitioner has met the criteria, AEE will prepare documentation to grant the petition for waiver. If the analysis shows that the petitioner has failed to meet the criteria, AEE will prepare documentation to deny the petition. Part of a request may also be granted at the agency's discretion, depending on the circumstances. A copy of the approval or denial document will be placed in the docket, and it will be made available for public inspection.

Length of Waiver

Any waiver granted will be for the shortest possible time as required by the circumstances presented by the petitioner and the findings of the FAA. If the petitioner cannot achieve compliance within the time frame provided in a waiver, the petitioner must submit a new petition that will be evaluated under the same criteria as the original petition. New petitions that fail to provide more information than the original will be denied.

Summary of 1994 Interim Waiver Denials

Ten operators petitioned the FAA for interim compliance waivers in 1994; seven petitions were denied and three were withdrawn. For operators that may