

members will be limited to the seating available. In this regard, entrance to the Department of State is controlled. Questions regarding the meeting may be addressed to Mr. Earl Barbely at 202-647-0197. If you wish to attend please send a fax to 202-647-7407 not later than 5 days before the scheduled meetings. Please include your name, Social Security number and date of birth. One of the following valid photo ID's will be required for admittance: U.S. driver's license with picture, U.S. passport, U.S. government ID (company ID's are no longer accepted by Diplomatic Security). Enter from the "C" Street Main Lobby.

Dated: December 13, 1996.

Earl S. Barbely,
Chairman, U.S. ITAC for Telecommunication Standardization.

[FR Doc. 96-32573 Filed 12-23-96; 8:45 am]

BILLING CODE 4710-45-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Revise Currently Approved Public Collection of Information

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on a revision to the currently approved public report, Application for Employment with the Federal Aviation Administration, FAA Form 3330.76, OMB approval number 2120-0597.

DATES: Comments must be received on or before February 24, 1997.

ADDRESSES: Comments on this collection may be mailed or delivered in duplicate to the FAA at the following address: Ms. Judith Street, Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judith Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Title: Application for Employment with the Federal Aviation Administration, FAA Form 3330.76.

Abstract: The collection of information is an application for employment with the Federal Aviation Administration. Applicants will have to complete a number of background

questions to determine their basic eligibility for Federal Employment and also answer specific occupation-related questions to determine their qualification. In keeping with the reengineered business processes under the National Performance Review, the FAA is attempting to centralize and automate some of our application, evaluation, and hiring processes. This application is a part of that effort. We are seeking to amend our OMB clearance to revise the form and incorporate it into a complete Federal Aviation employment system, utilizing a single system of collecting information. We propose to utilize the information to make determinations on applicants' eligibility for Federal employment, determining their qualifications for employment, and certifying the names of qualified applicants to line managers who will make hiring decisions.

Authority: Public Law 104-50 authorized the Federal Aviation Administration to establish its own personnel system outside most of the requirements of Title 5, U.S.C. The only provisions related to hiring that will continue to apply are those dealing with veterans' preferences.

Respondents: The likely respondents will be the general public who are interested in employment with the FAA. We estimate that the average number of respondents on an annual basis will be approximately 75,000 people. Submission of this information is completely voluntary on the part of the applicant.

Frequency: The frequency is based on the respondent, however, we estimate one time per respondent on an annual basis.

Burden: The estimated reporting burden is 112,500 hours annually. This is based on an estimated average time to complete of 1.5 hours, although the range could be as little as .5 hours to 3 hours per response.

Issued in Washington, DC on December 19, 1996.

Steve Hopkins,

Manager, Corporate Information Division, ABC-100.

[FR Doc. 96-32693 Filed 12-23-96; 8:45 am]

BILLING CODE 4910-13-M

Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA has determined that the minimum percentage rates for drug and alcohol testing for the period January 1, 1997, through December 31, 1997, will remain at 25 percent of covered aviation employees.

FOR FURTHER INFORMATION CONTACT: Mr. William R. McAndrew, Office of Aviation Medicine, Drug Abatement Division (AAM-800), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-8442.

SUPPLEMENTARY INFORMATION:

Administrator's Determination of 1997 Random Drug and Alcohol Testing Rates

In final rules published in the Federal Register on February 15, and December 2, 1994 (59 FR 7380 and 62218, respectively), the FAA announced that it will set future minimum annual percentage rates for random alcohol and drug testing for aviation industry employers according to the results which the employers experience conducting random alcohol and drug testing during each calendar year. The rules set forth the formula for calculating an annual aviation industry "violation rate" for random alcohol testing and an annual aviation industry "positive rate" for random drug testing. The "violation rate" for random alcohol tests means the number of covered employees found during random tests given under 14 CFR appendix J to have an alcohol concentration of 0.04 or greater plus the number of employees who refused a random alcohol test, divided by the total reported number of employees given random alcohol tests plus the total reported number of employees who refused a random test. The "positive rate" means the number of positive results for random drug tests conducted under 14 CFR appendix I plus the number of refusals to take random drug tests, divided by the total number of random drug tests plus the number of refusals to take random drug tests. The violation rate and the positive rate are calculated using information required to be submitted to the FAA by specified aviation industry employers as part of an FAA Management Information System (MIS) and form the basis for maintaining or adjusting the minimum annual percentage rates for random alcohol and drug testing as indicated in the following paragraphs.

When the annual percentage rate for random alcohol testing is 25 percent or more, the FAA Administrator may lower the rate to 10 percent if data received under the MIS reporting requirements for two consecutive calendar years

indicate that the violation rate is less than 0.5 percent.

When the minimum annual percentage rate for random alcohol testing is 50 percent, the FAA Administrator may lower the rate to 25 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the violation rate is less than 1.0 percent but equal to or greater than 0.5 percent.

When the minimum annual percentage rate for random alcohol testing is 10 percent, and the data received under the MIS reporting requirements for that calendar year indicate that the violation rate is equal to or greater than 0.5 percent but less than 1.0 percent, the FAA Administrator must increase the minimum annual percentage rate for random alcohol testing to 25 percent.

When the minimum annual percentage rate for random alcohol testing is 25 percent or less, and the data received under the MIS reporting requirements for that calendar year indicate that the violation rate is equal to or greater than 1.0 percent, the FAA Administrator must increase the minimum annual percentage rate for random alcohol testing to 50 percent.

When the minimum annual percentage rate for random drug testing is 50 percent, the FAA Administrator may lower the rate to 25 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the positive rate is less than 1.0 percent.

When the minimum annual percentage rate for random drug testing is 25 percent, and the data received under the MIS reporting requirements for any calendar year indicate that the reported positive rate is equal to or greater than 1.0 percent, the Administrator will increase the minimum annual percentage rate for random drug testing to 50 percent.

There is a one year lag in the adjustment in the minimum annual percentage rates for random drug and alcohol testing because MIS data for a given calendar year is not reported to the FAA until the following calendar year. For example, MIS data for 1995 is not reported to the FAA until March 15, 1996, and any rate adjustments resulting from the 1995 data are not effective until January 1, 1997, following publication by the FAA of a notice in the Federal Register.

The minimum annual percentage rate for random alcohol testing was 25 percent for calendar year 1995. In this notice, the FAA announces that it has determined that the violation rate for calendar year 1995 is less than one-half

of one percent positive, at approximately 0.06 percent. Since the violation rate is less than one-half of one percent, and it is the first year for which alcohol testing data were required to be reported under the MIS reporting requirements, the minimum annual percentage rate for random alcohol testing for aviation industry employers for calendar year 1997 will remain at 25 percent.

The minimum annual percentage rate for random drug testing was also 25 percent in calendar year 1995. Therefore, the FAA is also announcing that it has determined that the positive rate for calendar year 1995 is less than 1 percent, at approximately 0.69 percent, and that the minimum annual percentage rate for random drug testing for aviation industry employers for calendar year 1997 will remain at 25 percent.

Dated: December 18, 1996.
Jon L. Jordan,
Federal Air Surgeon.
[FR Doc. 96-32695 Filed 12-23-96; 8:45 am]
BILLING CODE 4910-13-M

[Summary Notice No. PE-96-60]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before January 13, 1997.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800

Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Fred Haynes (202) 267-3939 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on December 19, 1996.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28648.

Petitioner: R-22/R-44 Operators and Pilots Association.

Sections of the FAR Affected: 14 CFR part 91, SFAR 73, para. 2(b)(5)(ii).

Description of Relief Sought: To permit flight instructors who have satisfactorily complete a Federal Aviation Administration-approved 14 CFR part 141 flight instructor certification course to provide instruction in a Robinson R-22 or R-44 helicopter after having logged a minimum of 150 flight hours in an R-22 or R-44 helicopter, as appropriate.

Docket No.: 28664.

Petitioner: Doug Myers.

Sections of the FAR Affected: 14 CFR 91.205(b)(12).

Description of Relief Sought: To permit the operation of an aircraft for hire over water and beyond power-off gliding distance from shore without at least one pyrotechnic signaling device on board.

Docket No.: 28705.

Petitioner: Atlantic Aero, Inc.

Sections of the FAR Affected: 14 CFR 61.51(c)(3).

Description of Relief Sought: To allow Atlantic Aero and Mid-Atlantic Freight pilots to log, as second-in-command flight time, certain flight experience during which more than one pilot is not required either under the type certificate