

Moreover, the Commission believes that the proposal should have a limited impact on the timeliness of order executions on the Phlx. In this regard, the Commission notes that under the proposal a specialist will maintain the ability to execute manually an order residing on POES prior to the expiration of the POES window. Accordingly, if the specialist determines that price improvement is unlikely to occur, the specialist may execute the order at the Stop Price prior to the end of the 30 second period. In addition, the effect of the proposal on the overall timeliness of Phlx executions is further limited by the fact that the POES window only is applicable to certain market orders and then only in 1/8 point markets or greater. Finally, the Commission believes that the competition between Phlx specialists and other markets for order flow should provide a continuing incentive for specialists to execute customer orders promptly, thereby serving to further alleviate any potential adverse impact that the proposal may have on the provision of timely executions of customer orders.

IV. Conclusion

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,¹³ that the proposed rule change (SR-Phlx-97-32) is approved.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹⁴

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 97-27544 Filed 10-16-97; 8:45 am]

BILLING CODE 8010-01-M

STATE DEPARTMENT

[Public Notice No. 2615]

Overseas Security Advisory Council (OSAC) Meeting Notice; Closed Meeting

The Department of State announces a meeting of the U.S. State Department—Overseas Security Advisory Council on November 4, 5, and 6, at the U.S. Department of State, Washington, D.C. Pursuant to Section 10(d) of the Federal Advisory Committee Act and 5 U.S.C. 552b(c) (1) and (4), it has been determined the meeting will be closed to the public. Matters relative to classified national security information as well as privileged commercial information will be discussed. The agenda calls for the discussion of classified and corporate proprietary/

security information as well as private sector physical and procedural security policies and protective programs at sensitive U.S. Government and private sector locations overseas.

For more information contact Nick Proctor, Overseas Security Advisory Council, Department of State, Washington, D. C. 20522-1003, phone: 202-663-0869.

Dated: September 26, 1997.

Gregorie W. Bujac,

Director of the Diplomatic Security Service.

[FR Doc. 97-27538 Filed 10-15-97; 8:45 am]

BILLING CODE 4710-24-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act 1995 (44 U.S.C. Chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on October 29, 1996 (61 FR 55835-55836) and a Notice of Final Determination was published on June 10, 1997 (62 FR 31655-31661).

DATES: Comments must be submitted on or before November 17, 1997.

FOR FURTHER INFORMATION CONTACT:

For information about the submission to OMB, Form OMB 83-I, including supporting statements for this collection contact the US DOT Dockets, Room PL 401, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, 1-800-647-5527. For Technical issues in the submission: Mr. Robert F. Schultz, Jr., Office of Motor Carrier Research and Standards, (202) 366-2718, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Federal Highway Administration (FHWA)

Title: Motor Carrier Regulatory Relief and Safety Demonstration Project.

OMB Number: 2125-0575.

Type of Request: Reinstatement, without change, of a previously approved collection for which approval has expired.

Affected Public: Motor Carriers operating commercial motor vehicles with a gross vehicle weight rating between 10,001 and 26,000 pounds in interstate commerce.

Abstract: The National Highway System Designation Act of 1995 (Payable-59, 109 Stat. 568) was signed by the President on November 28, 1995. Section 344 of the Act requires FHWA to implement a pilot program under which motor carriers operating commercial motor vehicles (CMS) with a gross vehicle weight rating between 10,001 and 26,000 pounds in interstate commerce may qualify for exemption from certain Federal Motor Carrier Safety Regulations (FMCSRS) (49 CFR part 325 *et seq.*). The Act directs the FHWA to establish criteria for admission to the pilot, and to monitor the performance of those participating in the pilot. Section 344 also states that "[the Secretary] shall complete the review [of the pilot program] by the last day of the 3-year period beginning on the date of the enactment of this paragraph [November 28, 1995]. [On November 28, 1998] the Secretary shall, after notice and an opportunity for public comment, grant such exemptions or modify or repeal existing regulations to the extent appropriate." By this language, Congress has directed the FHWA in explicit terms. The agency is bound not to just conduct and evaluate the pilot, but to grant exemptions, and modify or repeal regulations, immediately upon its conclusion, save only the time necessary to solicit public comment. On August 28, 1996, the agency published a notice for this collection, providing a proposed plan for this Project, soliciting public comment on the proposed Project, and referring to the agency's intent to request emergency processing. On October 29, 1996, the FHWA published a Supplemental Notice seeking public comment on the specific issue of whether the rules of the Project would preempt conflicting laws of the States. In February 1997, OMB granted emergency approval to the collection requirements of this Project until August 31, 1997. On June 10, 1997 the agency published a Notice of Final Determination on the Project, providing

¹³ 15 U.S.C. § 78s(b)(2).

¹⁴ 17 CFR 200.30-3(a)(12).

a comprehensive outline of the criteria for admission, the application process, and the terms of the agreement between the FHWA and participant motor carriers. The agency also indicated that the information collections requirements related to the Project had been approved through emergency processing by the OMB until August 31, 1997, and that approval on a permanent basis of the collection requirements of the Project would be sought.

Estimated Annual Burden Hours: 420.
Number of Respondents: 125.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on October 10, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-27613 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Charlotte/Douglas International Airport, Charlotte, NC

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Charlotte for the Charlotte/Douglas 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 the applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program

that was submitted for the Charlotte/Douglas International Airport under part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before March 30, 1998.

EFFECTIVE DATES: The effective date of the FAA's determination on the noise exposure maps and the start of its review of the associated noise compatibility program is September 30, 1997. The public comment period ends December 1, 1997.

FOR FURTHER INFORMATION CONTACT: Thomas M. Roberts, Atlanta Airports District Office, Federal Aviation Administration, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747, Telephone 404/305-7153. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Charlotte/Douglas International Airport are in compliance with applicable requirements of part 150, effective September 30, 1997. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before March 30, 1998. This notice also announces the availability of this program for public review and comment. Under section 103 of Title I 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 City of Charlotte submitted to the FAA on August 26, 1997, noise

exposure maps, descriptions and other documentation which were produced during Charlotte/Douglas International Airport's FAR, Part 150 Study Update, August 1997. It was requested that the FAA review this material as the noise exposure maps, as described in section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the City of Charlotte. The specific maps under consideration are Noise Exposure Map 1996 and Noise Exposure Map 2001 in the submission. The FAA has determined that these maps for the Charlotte/Douglas International Airport are in compliance with the applicable requirements. This determination is effective September 30, 1997. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of the specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of the specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibilities for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of part 150, that the