

SW, Washington, D.C. The purpose of this meeting will be to finalize preparations for the 69th Session of the Maritime Safety Committee, and associated bodies of the International Maritime Organization (IMO), which is scheduled for May 11–20, 1998, at IMO Headquarters in London. At this meeting, papers received and the draft U.S. positions will be discussed.

Among other things, the items of particular interest are:

- a. Adoption of amendments to the Safety of Life at Sea.
- b. Role of the human element.
- c. Matters related to the Irradiated Nuclear Fuel (INF) Code.
- d. Formal safety assessment.
- e. Sole look-out at night, and;
- f. Report of eight subcommittees—Stability, Load Lines and Fishing Safety; Fire Protection; Safety of Navigation; Ship Design and Equipment; Dangerous Goods, Solid Cargoes and Containers; Radiocommunication and Search and Rescue; Bulk Liquids Gases and Training and Watchkeeping.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing to Mr. Joseph J. Angelo, Commandant (G–MS), U.S. Coast Guard, 2100 2nd Street, SW, Room 1218, Washington, DC 20593–0001 or by calling (202) 267–2970.

Dated: March 31, 1998.

Russell A. La Mantia,
Chairman, Shipping Coordinating Committee.
[FR Doc. 98–11596 Filed 4–30–98; 8:45 am]
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DEPARTMENT OF STATE

[Public Notice #2794]

Shipping Coordinating Committee Subcommittee on Safety of Life at Sea and Associated Bodies; Notice of Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 12:00 P.M. on Monday, June 15, 1998 in Room 2415, at U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593–0001. The purpose of the meeting is to finalize preparations for the Flag State Implementation (FSI) Subcommittee on Safety of Life at Sea (SOLAS) and associated bodies of the International Maritime Organization (IMO) which is scheduled for June 22–26, 1998, at the IMO Headquarters in London. At this meeting, the U.S. position on documents submitted for consideration at the sixth session of the FSI Subcommittee will be discussed.

Among other things, the items of particular interest are:

1. Implementation of IMO Instruments: Responsibilities of Governments and measures to encourage flag State compliance.
2. Revision of survey guidelines (resolution A.740(18) and Guidelines on surveys (resolution A.560(14)).
3. Guidelines for unscheduled inspections on Ro-Ro passenger ships.
4. Exemption certificates.
5. Surveys of emergency towing arrangements.
6. Deficiency reports.
7. Mandatory reports under MARPOL 73/78.
8. Mandatory reporting procedures on ship detentions.
9. Casualty statistics.

Members of the public may attend the meeting up to the capacity of the room. Interested persons may seek information by writing: LTJG Dave Deaver, U.S. Coast Guard Headquarters (G–MOC–4), 2100 Second Street, SW, Room 1116, Washington, DC 20593–0001 or by calling: (202) 267–0502.

Dated: April 24, 1998.

Russell A. La Mantia,
Chairman, Shipping Coordinating Committee.
[FR Doc. 98–11597 Filed 4–30–98; 8:45 am]
BILLING CODE 4710–07–M

DEPARTMENT OF STATE

[Public Notice #2797]

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, May 14, 1998, in room 2415 at U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, D.C. The purpose of this meeting is to report on the 77th session of the IMO Legal Committee, which will be held April 20–24, in London, regarding the provision of financial security for seagoing vessels, compensation for pollution from ships' bunkers, a draft convention on wreck removal, and other matters. This meeting will also be a further opportunity for interested members of the public to express their views on whether the United States should ratify the Hazardous and Noxious Substances Convention, adopted in London in May, 1996.

Members of the public are invited to attend the SHC meeting, up to the seating capacity of the room. For further information, or to submit views

concerning the subjects of discussion, write to either Captain Malcolm J. Williams, Jr., of Lieutenant Commander Bruce P. Dalcher, U.S. Coast Guard (G–LMI), 2100 Second Street, S.W., Washington, D.C. 20593, or by telephone (202) 267–1527, telefax (202) 267–4496.

Dated: April 13, 1998.

Stephen M. Miller,
Executive Secretary, Shipping Coordinating Committee.
[FR Doc. 98–11600 Filed 4–30–98; 8:45 am]
BILLING CODE 4710–07–M

DEPARTMENT OF TRANSPORTATION

Aviation Proceedings, Agreements Filed During the Week of April 24, 1998

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST–98–3761

Date Filed: April 20, 1998

Parties: Members of the International Air Transport Association

Subject:

PTC12 Telex Mail Vote 934 (as corrected by TE602)

Middle East-Havana Excursion Fares
Intended effective date: May 1, 1998

Docket Number: OST–98–3762

Date Filed: April 20, 1998

Parties: Members of the International Air Transport Association

Subject:

PTC1 Telex Mail Vote 932 (as amended by TD248)

US-Argentina/Brazil/Uruguay fares
Intended effective date: May 1, 1998
r1–041c
r2–051c

Docket Number: OST–98–3777

Date Filed: April 22, 1998

Parties: Members of the International Air Transport Association

Subject:

PSC/MV/108 dated March 6, 1998
Mail vote S073 (Economic & Monetary Union in Europe)

Amendments dated April 21, 1998
(attached to pleading)

r–1–720a, r–4–725a, r–7–726e

r–2–722, r–5–725b, r–8–726f

r–3–722f, r–6–726a, r–9–742a

Intended effective date: amended to June 1, 1998

Docket Number: OST–98–3778

Date Filed: April 22, 1998

Parties: Members of the International Air Transport Association

Subject:

CTC12 Telex Mail Vote 935 r1–3
US-Austria/Belgium/Germany/

Netherlands/
Scandinavia/Switzerland Cargo Rate
Revalidation/Amendment
Telex Amendment to Mail Vote
(TW946)
Intended effective date: October 1,
1998
r1—002
r2—554f
r3—584ff

Docket Number: OST-98-3779

Date Filed: April 22, 1998

Parties: Members of the International
Air Transport Association

Subject:

PAC/Reso/397 dated March 23, 1998
Reso 850a (Saudi Arabia)

Intended effective date: May 16, 1998

Docket Number: OST-98-3784

Date Filed: April 24, 1998

Parties: Members of the International
Air Transport Association

Subject:

PTC1/PTC12 Telex Mail Vote 936
Special Construction Rules—Reso
024j

(Within TC1 and Europe-Africa)

Intended effective date: May 15, 1998

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98-11646 Filed 4-30-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending April 24, 1998

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-98-3767.

Date Filed: April 24, 1998.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: May 22, 1998.

Description: Application of Western Pacific Airlines, Inc., pursuant to 49 U.S.C. Section 41105, requests authority to transfer its certificate of public convenience and necessity to Blue Line

Holding Corp. ("Blue Line"), the assignee of Star Air Trading Corp. ("Star").

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98-11645 Filed 4-30-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Correcting Unsafe Conditions That May Develop in Foreign-Manufactured Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of policy statement.

SUMMARY: This notice announces the FAA's policy with respect to foreign mandatory continuing airworthiness information, when no aircraft of the affected design are currently in operation in the U.S.

FOR FURTHER INFORMATION CONTACT:

Linda S. Walker, Aircraft Engineering Division, AIR-120, Aircraft Certification Service, FAA, 800 Independence Avenue, S.W., Washington, D.C. 20591, telephone (202) 267-9592.

SUPPLEMENTARY INFORMATION:

Discussion

Safety of civil aircraft is assured by a number of means. First the design of such aircraft must meet the safety standards prescribed in parts 21 through 31 of the Federal Aviation Regulation (FAR). Compliance of a particular design (i.e. a particular model) with those standards is evidenced by the issuance of a document known as a type certificate. The drawings and other data which describe that design are known as the type design. A related document is the type certificate data sheet which prescribes the conditions and limitations under which the design meets those standards. Second, each individual aircraft must be shown to conform to that design and be in condition for safe operation. That an aircraft conforms to the approved design and is in condition for safe operation are evidenced by issuance of another document for that particular aircraft known as an airworthiness certificate. Once an individual aircraft receives an airworthiness certificate and goes into service, it must be properly maintained so that it remains in a condition for safe operation.

Notwithstanding compliance with the above requirements, an unsafe condition may be discovered during the lifetime of the aircraft. If an unsafe condition is

discovered, and the unsafe condition is likely to exist or develop in other aircraft of the same design, the FAA requires the operator of each affected aircraft to take action to correct that unsafe condition. The required corrective action is specified in a regulation known as an airworthiness directive. Depending on the nature of the unsafe condition, the required corrective action may include a modification of the aircraft, replacement of certain components, periodic inspections or imposition of additional operating limits.

In the case of aircraft imported from other countries, the FAA relies to a certain extent on findings made on its behalf by the airworthiness authority of the state of design (i.e., the country having jurisdiction over the organization responsible for the type design). Under the provisions of Annex 8 to the Convention on International Civil Aviation ("Airworthiness of Aircraft") and bilateral agreements (bilateral airworthiness agreements and bilateral aviation safety agreements), the airworthiness authority of the state of design certifies to the FAA that a design complies with the applicable standards. Based largely on that certification, the FAA issues a type certificate for that design. In addition, the airworthiness authority certifies to the FAA that an individual aircraft being imported into the U.S. conforms to that design and is in condition for safe operation. Based on that certification, the FAA issues a U.S. airworthiness certificate for that aircraft. Under the provisions of Annex 8 and the bilateral agreements, the airworthiness authority of the country of manufacture must also advise the FAA of all mandatory continuing airworthiness information (MCAI), i.e. the foreign equivalent to FAA airworthiness directives. The FAA assesses that information and determines whether to issue airworthiness directives to require the necessary corrective actions.

In some instances, a type certificate is issued by the FAA for a foreign design long before an individual aircraft of that design is imported into the U.S. Similarly, there are instances in which no aircraft of a specific design currently has a U.S. airworthiness certificate because all that were imported have since been exported, damaged beyond repair or scrapped. Based on experience gained with aircraft of the same design operating in other countries, the airworthiness authority of the state of design frequently advises the FAA, in the meantime, of a number of mandatory airworthiness modifications and special inspections. Even when