bottom of each page, ''public version'' or ''non-confidential.''

Written comments submitted in connection with this request, except for information granted ''business confidential'' status pursuant to 15 CFR 2003.6, will be available for public inspection shortly after the filing deadline. Inspection is by appointment only with the staff of the USTR Public Reading Room and can be arranged by calling (202) 395–6186.

Frederick L. Montgomery,

Chairman, Trade Policy Staff Committee.

[FR Doc. 96–27840 Filed 10–29–96; 8:45 am]

BILLING CODE 3190–01–M

[Docket No. 301–101]

Denial of Benefits Under a Trade Agreement by the European Union: Termination of Section 302 Investigation

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of termination and monitoring.

SUMMARY: Having reached an agreement that provided a satisfactory resolution of the issues under investigation, the Acting United States Trade Representative (USTR) has decided to terminate an investigation initiated under section 302(b) of the Trade Act of 1974 (Trade Act) with respect to denial of benefits under a trade agreement by the European Union (EU) and to monitor EU implementation pursuant to section 306 of the Trade Act.

DATES: This investigation was terminated effective October 21, 1996.

FOR FURTHER INFORMATION CONTACT: Mark Mowrey, Director, European Regional Affairs, (202) 395–4620, or Amelia Porges, Senior Counsel for Dispute Settlement, (202) 395–7305, Office of the United States Trade Representative, 600 17th Street, NW., Washington, DC 20508.

SUPPLEMENTARY INFORMATION: When Austria, Finland and Sweden acceded to the EU in January 1995, the EU withdrew the entire WTO tariff schedules of these three countries and of the EU of twelve members and applied the common external tariff of the EU of twelve to imports into these three countries. The result was to increase the tariffs applicable on a number of U.S. exports to Austria, Finland and Sweden, impairing prior tariff concessions by these three countries. The EU then began negotiations pursuant to Article XXIV:6 and Article XXVIII of the General Agreement on Tariffs and Trade 1994 (GATT 1994) on compensation to its trading partners for the impairment of concessions; Articles XXIV:6 and XXVIII entitle relevant affected WTO Members in such a situation to receive negotiated compensation or, in the absence of agreement on compensation, to modify or withdraw ''substantially equivalent concessions.''

In order to exercise U.S. rights under a trade agreement, the USTR on October 24, 1995, initiated an investigation pursuant to section 302(b)(1) of the Trade Act (19 U.S.C. 2412(b)) with respect to the EU's policies and practices in this matter. (See 60 FR 55076 of October 27, 1995). At that time, the USTR proposed that, unless the United States and EU negotiated a mutually acceptable solution that compensated the United States in accordance with its rights under the WTO, the USTR would determine pursuant to section 304 of the Trade Act that the EU's policies and practices denied the United States trade agreement benefits and were actionable under section 301(a) and that the appropriate action in response would be to suspend, by the end of 1995, concessions on selected products. However, on November 29, 1995, the EU and the United States concluded negotiations and reached agreement on the permanent compensation which would be accorded to the United States in this connection.

As a result of the Agreement for the Conclusion of Negotiations Between the United States and the European Community Under Article XXIV:6 of the GATT 1994 (the Agreement), the USTR decided that no action was necessary under Section 301 and the United States did not give written notice of its intention to modify or suspend substantially equivalent concessions. On December 4, 1995, the European Council formally approved the Agreement, and on July 22, 1996, representatives of both sides formally signed the Agreement with effect from December 30, 1995. The Agreement provides full and permanent compensation for increased tariffs imposed on U.S. imports into Austria, Finland, and Sweden. Having reached an agreement that provides a satisfactory resolution of the issues under investigation, the Acting USTR terminated the investigation on November 24, 1996, and will monitor EU implementation pursuant to section 306 of the Trade Act (19 U.S.C. 2416).

Irving A. Williamson,

Chairman, Section 301 Committee.

[FR Doc. 96–27759 Filed 10–29–96; 8:45 am]

BILLING CODE 3190–01–M

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 February 17, 1995

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–95–470.

Date filed: February 16, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: March 16, 1995.

Description: Application of DHL Airways, Inc., pursuant to 49 U.S.C., Section 41102 and Subpart Q of the Regulations, requests an Amendment No. 1 to its certificate of public convenience and necessity authorizing it to provide foreign air transportation of property and mail between the coterminal points Cincinnati, Ohio, and Houston, Texas and the terminal points Mexico City, Monterrey, and Guadalajara, Mexico, and that the Department grant such additional or other authority, consistent with this application (including a request to the Mexican Government to concur in a designation of DHL as the second U.S. all-cargo carrier between Houston and Monterrey and Guadalajara). Motion of DHL Airways, Inc. for leave to file Amendment No. 1 to Application.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96–27781 Filed 10–29–96; 8:45 am]

BILLING CODE 4910–62–P

Federal Aviation Administration

Approval of Noise Compatibility Program, Snohomish County Airport/ Paine Field, Snohomish County, Washington

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its

findings on the noise compatibility program submitted by the Airport Manager of the Snohomish County Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96–193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non-Federal responsibilities in Senate Report No. 96–52 (1980). On April 5, 1996, the FAA determined that the noise exposure maps submitted by the airport manager under Part 150 were in compliance with applicable requirements. On October 2, 1996, the Associate Administrator for Airports approved the Snohomish County Airport noise compatibility program. All of the program elements were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Snohomish County Airport noise compatibility program is October 2, 1996.

FOR FURTHER INFORMATION CONTACT: Dennis G. Ossenkop; Federal Aviation Administration; Northwest Mountain Region; Airports Division, ANM–611; 1601 Lind Avenue, S.W., Renton, Washington, 98055–4056. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Snohomish County Airport, effective October 2, 1996. Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as ''the Act''), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such a program to be developed in consultation with interested and affected parties including the state, local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Seattle, Washington.

Snohomish County Airport submitted to the FAA the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted at Snohomish County Airport. The Snohomish County Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 5, 1996. Notice of this determination was published in the Federal Register on April 15, 1996.

The Snohomish County Airport noise compatibility program contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2000. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104(b) of the Act. The FAA began its review of the program on April 5, 1996, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained 7 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR 150 have been satisfied. The overall program, therefore, was approved by the Associate Administrator for Airports effective October 2, 1996. Outright approval was granted for all program elements.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on October 2, 1996. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Snohomish County Airport.

Issued in Renton, Washington on October 17, 1996.

Lowell H. Johnson,

Manager, Airports Division, Northwest Mountain Region.

[FR Doc. 96–27877 Filed 10–29–96; 8:45 am]

BILLING CODE 4910–13–M

RTCA, Inc., Special Committee 185, Aeronautical Spectrum Planning Issues

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 185 meeting to be held on November 15, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Administrative Remarks; (2) General Introductions; (3) Review and Approval of the Agenda; (4) Review and Approval of the Summary of the Previous Meeting; (5) Final Review of the Twelfth Draft Special Committee 185 Report; (6)