

Abstract: Sections 18 of the Bus Regulatory Reform Act of 1982 (codified at 49 U.S.C. 31138) requires the Secretary of Transportation to establish regulations to require minimal levels of financial responsibility for-hire motor carriers of passengers to cover public liability and property damage. The Endorsement for Motor Carrier Policies of Insurance for Public Liability (Form MCS-90B) and the Motor Carrier Public Liability Surety Bond (Form MCS-82B) contain the minimum amount of information necessary to document that a motor carrier of passengers has obtained and has in effect the minimum levels of financial responsibility as set forth in 49 CFR 387.33. The information within these documents is used by the FHWA and the public to verify that a motor carrier of passengers has obtained and has in effect the required minimum levels of financial responsibility.

Estimated Annual Burden: The total annual burden is 105 hours.

Address: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention FHWA 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 January 17, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-1748 Filed 1-23-97; 8:45 am]

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Office of the Secretary; White House Commission on Aviation Safety and Security; Open Meeting

AGENCY: Office of the Secretary (OST), DOT.

ACTION: Notice of meeting.

SUMMARY: The White House Commission on Aviation Safety and Security will hold its final meeting to discuss aviation safety and security issues. Part of the meeting is open to the public and part is not.

DATES: The meeting will be held on Tuesday, January 28, 1997, from 9:00 AM-12:00 noon and 2:00 PM to 5:00 PM.

ADDRESSES: The meeting will take place in the Commerce Department Auditorium, 14th Street, between Constitution and Pennsylvania Avenues, NW, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Richard K. Pemberton, Administrative Officer, Room 6210, GSA Headquarters, 18th & F Streets, NW, Washington, DC 20405; telephone 202-501-3863; telecopier 202-501-6160.

SUPPLEMENTARY INFORMATION: Pursuant to the Federal Advisory Committee Act (5 USC Appendix), DOT gives notice of a meeting of the White House Commission on Aviation Safety and Security ("Commission"). The Commission was established by the President to develop advice and recommendations on ways to improve the level of civil aviation safety and security, both domestically and internationally. The principal purpose of the meeting on January 28 is to formulate the Commission's final recommendations to the President.

The portion of the meeting from 9:00 AM-12:00 noon, during which the Commissioners will formulate their recommendations on measures to improve aviation security, will be closed to the public pursuant to the following exemptions in the Government in the Sunshine Act, which apply to public meetings under the Federal Advisory Committee Act:

Exemption 1: Classified information. In order properly to formulate their recommendations, the Commissioners may need to discuss or refer to information properly classified in the interest of national security, which may not be done in public.

Exemption 3: Information exempted from public disclosure by some other statute. Under 49 USC 40119(b), the Administrator of the Federal Aviation Administration (FAA) may prohibit public disclosure of certain categories of information relating to aviation security, if disclosure would constitute an unwarranted invasion of personal privacy, reveal company confidential information, or create a risk to the safety of individuals traveling in inter- or intra-state air transportation. These categories are described at 14 CFR Part 191. Such information will be discussed or referred to at the meeting.

Exemption 4: Company confidential information. There is competition in the aviation industry in many forms: among carriers, among equipment manufacturers, and among software

manufacturers, among others. Public discussion of some of these matters could violate 18 USC 1905, which makes it a crime to reveal improperly company confidential information that has come into the possession of the Government.

Exemption 9: Premature disclosure would lead to frustration of proposed agency action. The final recommendations of the Commission have not been formulated; it is possible, however, that public knowledge of some of the security recommendations may frustrate their acceptance and implementation by the FAA and other agencies. The Commission is authorized to protect against this possibility.

Limited seating for the public portion of the meeting is available on a first-come, first-served basis. The public may submit written comments to the Commission at any time; comments should be sent to Mr. Pemberton at the address and telecopier number shown above.

Issued in Washington, DC on January 21, 1997.

Nancy E. McFadden,

General Counsel, Department of Transportation.

[FR Doc. 97-1749 Filed 1-23-97; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Training and Qualification Issues—New Tasks

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new task assignments for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of three new tasks assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Tola, Assistant Executive Director for Training and Qualification Issues, Flight Standards Service (AFS-210), FAA, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-5229; fax: (202) 267-5229.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with

respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations and practices with its trading partners in Europe and Canada.

One area ARAC deals with is training and qualification issues. These issues involve training and qualification of air carrier crewmembers and other air transport employees.

As part of the Federal Aviation Reauthorization Act of 1996, the Administrator was directed to appoint a task force consisting of appropriate representatives of the aviation industry to conduct certain studies. The Act directed that the FAA conduct: (1) A two-part study directed at (a) identifying standards and criteria for pre-employment testing for air carrier pilot applicants and (b) standards and criteria for pilot training facilities that would incorporate this pre-employment screening; (2) a study to determine if the practice of some employers requiring individuals to pay for training is in the public interest; and (3) a study to determine whether current minimum flight time requirements applicable to an individual seeking employment as an air carrier pilot is sufficient to ensure public safety.

The Tasks

This notice is to inform the public that the FAA has asked ARAC to conduct the following studies:

1. Identify standards and criteria for pre-employment screening of air carrier pilot applicants that would measure the psychomotor coordination, general intellectual capacity, instrument and mechanical comprehension, and overall physical and mental fitness of pilots applying for employment with air carriers. The second half of this study would be directed toward addressing training facilities that could be licensed by the Administrator to ensure the incorporation of pre-employment screening standards and criteria;
2. Determine if the practice of some air carriers to require employees or prospective employees to pay for their own training or obtain experience is in the public interest; and
3. Determine whether current minimum flight time requirements applicable to an individual seeking employment as a pilot with an air carrier are sufficient to ensure public safety.

The FAA has asked that ARAC provide the findings of the studies, including background, economic analysis, other related guidance material, and collateral documents. In

addition, the reports should be submitted in a format suitable for presentation to Congress. The final report on the findings of the task numbered 1 is due to the FAA by January 1999. The final reports on the findings of the tasks numbered 2 and 3 are due to the FAA by August 1997.

ARAC Acceptance of Tasks

ARAC has accepted the tasks and has chosen to establish three working groups: The Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group, the Air Carrier Pilot Pay for Training Working Group, and the Air Carrier Minimum Flight Time Requirement Working Group. The Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group has been assigned task number 1, the Air Carrier Minimum Flight Time Requirement Working Group has been assigned task number 2, and the Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group has been assigned task number 3.

The working groups will serve as staff to ARAC to assist ARAC in the analysis of the assigned tasks. Working group recommendations and reports must be reviewed and approved by ARAC. If ARAC accepts the working groups' recommendations and reports, it forwards them to the FAA as ARAC recommendations.

Working Group Activity

The working groups are expected to comply with the procedures adopted by ARAC. As part of the procedures, the working groups are expected to:

1. Recommend a work plan for completion of the tasks, including the rationale supporting such a plan, for consideration at the Training and Qualifications issues meeting held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed studies, prior to proceeding with the work stated in item 3 below.
3. Draft appropriate documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate.
4. Provide a status report at each Training and Qualifications issues meeting.

Participation in the Working Groups

The aforementioned working groups will be comprised of individuals having an interest and expertise in the assigned task areas. Working group members will be selected by the ARAC assistant chair,

ARAC assistant executive director, and working group chair(s).

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public. Meetings of the working groups will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

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

Thomas Toula,

Assistant Executive Director for Training and Qualifications Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-1767 Filed 1-23-97; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-97-5]

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.

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

ADDRESS: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket No. (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.