

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]
BILLING CODE 4710–07–M

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

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

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