

Dated: October 24, 1995.

Patrick V. Murphy,

Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-26933 Filed 10-30-95; 8:45 am]

BILLING CODE 4910-62-P

Clarification Concerning Examination of Foreign Air Carriers' Request for Expanded Economic Authority

AGENCY: Office of the Secretary, Department of Transportation.

SUMMARY: This notice clarifies the Department's licensing policy regarding requests for expanded economic authority from foreign air carriers whose government Civil Aviation Authority (CAA) safety oversight capability has been assessed by the Federal Aviation Administration as conditional (Category II) or unacceptable (Category III). This notice supplements information previously published by the FAA concerning FAA procedures for examining and monitoring foreign air carriers (57 Fed. Reg. 38342-43, August 24, 1992).

FOR FURTHER INFORMATION CONTACT: Donald H. Horn, Assistant General Counsel for International Law, Office of International Law, Office of the General Counsel, U.S. Department of Transportation, 400 7th Street S.W., Room 10105, Washington, DC 20591, (202) 366-2972.

SUPPLEMENTARY INFORMATION: In order to operate to the United States, foreign air carriers must receive authority from the Office of the Secretary (OST) and, if operating their own aircraft, (as opposed to wet leasing), operations specifications from the Federal Aviation Administration (FAA). Both OST and FAA are components of the Department of Transportation. OST looks to the FAA for determinations on matters involving aviation safety.

In order for a foreign air carrier to fly to the United States, its home country civil aviation authority must adhere to the aviation safety standards of the International Civil Aviation Organization (ICAO), the United Nation's technical agency for aviation. ICAO has established international standards for operational safety and continuing airworthiness. As fully described in an earlier Federal Register notice, 57 Fed. Reg. 38342, August 24, 1992, the Federal Aviation Administration (FAA) has developed a program for sending evaluation teams to the various countries to work cooperatively to assess their civil aviation safety oversight capabilities.

The FAA, with the cooperation of the host government, assesses countries

whose airlines have operating rights to or from the United States, or have requested such rights. The focus of the assessment is on a *government's* compliance with ICAO standards, rather than the individual air carriers licensed by that country. Accordingly, the FAA assessment does not necessarily reflect individual carriers' compliance with all relevant safety requirements. The FAA has assisted countries with less than acceptable ratings by providing technical expertise, assistance with inspections and training courses. The FAA has established three ratings for the status of these governments' civil aviation authorities at the time of the assessment: acceptable, conditional and unacceptable:

Category I, acceptable: The FAA's assessment found that the country's civil aviation authority licenses and oversees air carriers in accordance with ICAO aviation safety standards.

Category II, conditional: The FAA's assessment found that the country's civil aviation authority has areas of noncompliance with ICAO aviation safety standards. The FAA is negotiating actively with the authority to implement corrective measures. During these negotiations, the Department permits flights under existing authority to operate into the United States, and the FAA conducts heightened surveillance.

Category III, unacceptable: The FAA's assessment found that the country's civil aviation authority is not in compliance with ICAO standards for aviation safety oversight. Unacceptable ratings apply if the civil aviation authority has not developed and/or implemented laws or regulations in accordance with ICAO standards; if it lacks the flight operations capability to certify, oversee and enforce air carrier operations requirements; if it lacks the capability to certify, oversee and enforce air carrier aircraft maintenance requirements; and/or if it lacks appropriately trained inspector personnel required by ICAO standards. Carriers licensed by this government may not operate flights to the United States with their own aircraft. They may arrange to continue operating with aircraft wet leased from a duly authorized and properly supervised U.S. or foreign air carrier that is authorized to serve the United States with its own aircraft.

See e.g., 59 FR 46332-33, September 8, 1994.

A number of requests for new or expanded authority have been received by OST from foreign air carriers where their home civil aviation authority has been classified by FAA as Category II (conditional). In order to make clear our

licensing policy as concerns carriers of Category II countries, we are placing this notice in the Federal Register. All foreign air carriers are thus on notice that: Foreign air carriers from Category II countries are permitted to exercise authority in their OST licenses now being operated, and the Category II status will not preclude the renewal of authority to conduct existing services. However, no authority to conduct new services, or expanded operations, will be issued to such carriers by OST (unless operated using aircraft wet-leased from a duly authorized and properly supervised U.S. or foreign air carrier), until the home country's civil aviation authority has been reclassified by the FAA as Category I (acceptable).

Issued in Washington, D.C. on October 23, 1995.

Mark L. Gerchick,

Acting Assistant Secretary for Aviation and International Affairs, Department of Transportation.

[FR Doc. 95-26920 Filed 10-30-95; 8:45 am]

BILLING CODE 4910-62-P

Bureau of Transportation Statistics

Advisory Council on Transportation Statistics

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice of meeting.

SUMMARY: Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act (Public Law 72-363; 5 U.S.C. App. 2), notice is hereby given of the initial meeting of the Bureau of Transportation Statistics (BTS) Advisory Council on Transportation Statistics (ACTS) to be held Thursday, November 16, 1995, 9:00 to 3:00 pm. The meeting will take place at the U.S. Department of Transportation, 400 7th Street, SW, Washington, DC, in the Lloyd E. Fletcher Conference Room 10214, Nassif Building.

The Advisory Council, called for under Section 6007 of Public Law 102-240, Intermodal Surface Transportation Efficiency Act of 1991, December 18, 1991, and chartered on June 19, 1995, was created to advise the Director of BTS on transportation statistics and analyses, including whether or not the statistics and analysis disseminated by the Bureau are of high quality and are based upon the best available objective information.

The agenda for this meeting will include an overview of BTS, its mission, and progress to date; identification of next steps and direction to pursue; other items of interest; discussion and

agreement of date(s) for subsequent meetings; and comments from the floor.

Since access to the DOT building is controlled, all persons who plan to attend the meeting must notify Ms. Carolee Bush, Council Liaison, on (202) 366-6946 prior to November 14. Attendance is open to the interested public but limited to space available. With the approval of the Chair, members of the public may present oral statements at the meeting. Noncommittee members wishing to present oral statements, obtain information, or who plan to access the building to attend the meeting should also contact Ms. Bush.

Members of the public may present a written statement to the Council at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Bush (202) 366-6949 at least seven days prior to the meeting.

Issued in Washington, DC, on October 23, 1995.

Robert A. Knisely,

Executive Director, Advisory Council on Transportation Statistics.

[FR Doc. 95-26919 Filed 10-30-95; 8:45 am]

BILLING CODE 4910-FE-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Commissioner's Advisory Group; Public Meeting

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice of public meeting of Commissioner's Advisory Group.

SUMMARY: Public meeting of the Commissioner's Advisory Group will be held in Washington, DC.

DATES: The meeting will be held November 16, 1995.

FOR FURTHER INFORMATION CONTACT:

Patricia Washburn, C:I, 1111 Constitution Avenue, NW., room 7046, Washington, DC 20224. Telephone No. (202) 622-5026 (not a toll-free number).

Notice is hereby given pursuant to Section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. App. (1988), that a public meeting of the Commissioner's Advisory Group will be held on November 16, 1995, beginning at 10 am in room 3313, Internal Revenue Service Building, 1111 Constitution Avenue, NW., Washington, DC 20224.

The agenda will include the following topics:

Filing Season Readiness
Improving Services to Customers
Small Business Issues and Initiatives
Compliance Issues
Corporate Education Issues

Note: Last minute changes to the agenda or order of topic discussion are possible and could prevent effective advance notice.

The meeting will be in a room that accommodates approximately 50 people, including members of the Commissioner's Advisory Group and IRS officials. Due to the limited conference space, notification of intent to attend the meeting must be made with Lorenza Wilds, no later than November 9, 1995. Ms. Wilds can be reached on (202) 622-5026 (not toll-free).

If you would like to have the Committee consider a written statement, please call or write: Patricia Washburn, Office of Public Liaison, C:I, Internal Revenue Service, 1111 Constitution Avenue, NW., room 7046, Washington, DC 20224.

Margaret Milner Richardson,
Commissioner of Internal Revenue.

[FR Doc. 95-26982 Filed 10-30-95; 8:45 am]

BILLING CODE 4830-01-U