

inspection and copying at the principal office of the Phlx. All submissions should refer to File No. SR-Phlx-95-88 and should be submitted by March 7, 1996.

It is therefore ordered, pursuant to Section 19(b) (2) of Act,¹¹ that the proposed rule change (File No. SR-Phlx-95-88), as amended, is hereby approved on an accelerated basis.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.¹²

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 96-3360 Filed 2-14-96; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Office of International Aviation; Notice of Request for Extension and Revision of a Currently Approved Information Collection

AGENCY: Office of the Secretary, DOT.

ACTION: Notice and Request for Comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended) the notice announces the Department of Transportation's (DOT) intentions to request an extension for and revision to a currently approved information collection.

DATES: Comments on this notice must be received by no later than April 15, 1996.

ADDRESSES: Four (4) copies of any comments should be sent to the Pricing and Multilateral Affairs Division (X-43), Office of International Aviation, Office of the Secretary, U.S. Department of Transportation, 400 7th Street SW., Washington, DC 20590-0002.

FOR FURTHER INFORMATION CONTACT: Mr. Keith A. Shangraw or Mr. John H. Kiser, Office of the Secretary, Office of International Aviation, X-43, Department of Transportation, at the address above. Telephone: (202) 366-2435.

SUPPLEMENTARY INFORMATION:

Title: Tariffs.

OMB Control Number: 2106-0009.

Expiration Date: April 30, 1996.

Type of Request: Extension and revision of a currently approved information collection.

Abstract: Chapter 415 of Title 49 of the United States Code requires that

every air carrier and foreign air carrier file with the Department of Transportation (DOT), publish and keep open (i.e. post) for public inspection, tariffs showing all "foreign" or international fares, rates, and related charges for air transportation between points served by it, and points served by it and any other air carrier or foreign air carrier when through fares, rates and related charges have been established; and showing, to the extent required by DOT regulations, all classifications, rules, regulations, practices, and services in connection with such air transportation. Once tariffs are filed and approved by DOT, they become a legally binding contract of carriage between carriers and users of foreign air transportation.

Part 221 of the Department's Economic Regulations (14 CFR Part 221) sets forth specific technical and substantive requirements governing the filing of tariff material with the DOT Office of International Aviation's Pricing and Multilateral Affairs Division. A carrier initiates a tariff filing whenever it wants to amend an existing tariff for commercial or competitive reasons or when it desires to file a new one. Tariffs filed pursuant to Part 221 are used by carriers, computer reservations systems, travel agents, DOT, other government agencies and the general public to determine the prices, rules and related charges for international passenger air transportation. In addition, DOT needs U.S. and foreign air carrier passenger tariff information to monitor international air commerce, carry out carrier route selections and conduct international negotiations.

Respondents: The vast majority of the air carriers filing international tariffs are large operators with revenues in excess of several million dollars each year. Small air carriers operating aircraft with 60 seats or less and 18,000 pounds payload or less that offer on-demand air-taxi service are not required to file such tariffs.

Estimated Number of Respondents: 230.

Average Annual Burden Per Respondent: 5,700 hours.

Estimated Total Annual Burden on Respondents: 1,300,000 hours.

This information collection is available for inspection at the Pricing and Multilateral Affairs Division (X-43), Office of International Aviation, DOT. Copies of 14 CFR Part 221 can be obtained from Mr. Keith A. Shangraw at the address and telephone number shown above.

Comments Are Invited On: (a) 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; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, D.C. on February 12, 1996.

Jeffrey B. Gaynes,

Assistant Director, Regulatory Affairs, Office of International Aviation.

[FR Doc. 96-3485 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-62-P

Notice of Meeting on Cargo Liability

The Department of Transportation (DOT) is required by the Interstate Commerce Commission Termination Act of 1995, Public Law 104-88, Sec. 103, to conduct a study to determine whether any modifications or reforms should be made to the loss and damage provisions relating to motor carriage, including those relating to limitations of liability. The statute requires the Secretary, at a minimum, to consider the following factors:

- Efficient delivery of transportation services
- International harmony
- Intermodal harmony
- The public interest; and
- The interests of carriers and shippers

The study is to be completed in 12 months and be submitted to Congress, together with any recommendations of the Secretary, including legislative recommendations for implementing modifications or reforms identified by the Secretary as being appropriate.

The public is invited to a public meeting at DOT headquarters in order to comment on and contribute to the study. To do an adequate study the Department will need information about the volume and value of cargo being transported and about shippers' and carriers' loss and damage costs. Those who cannot attend are invited to send written comments to the contact person listed below.

Time and Date: Friday, February 23, 1996 at 9:30 a.m.

Place: 400 7th Street S.W., Washington, DC 20590, Room 8236.

¹¹ 15 U.S.C. 78s(b) (2).

¹² 17 CFR 200.30-3(a) (12).

Contact person for more information: Paul B. Larsen, Office of the General Counsel, DOT, Room 10102, 400 7th St., SW, Washington, DC 20590, (202) 366-9161.

Dated: February 8, 1996.

Joseph F. Canny,

Deputy Assistant Secretary of Transportation for Transportation Policy.

[FR Doc. 96-3386 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-62-M

Office of the Secretary

Maritime Administration

[Docket No. OST-96-1066]

Request for Public Comment on Competition in the Noncontiguous Domestic Maritime Trades

AGENCY: Office of the Secretary, Maritime Administration, United States Department of Transportation.

ACTION: Notification of Open Docket for Public Comment.

SUMMARY: Section 407 of the "ICC Termination Act of 1995" calls for the Department of Transportation to conduct a study of competition in the noncontiguous domestic maritime trades to Hawaii, Alaska, Puerto Rico, and Guam. The Department seeks information on market conditions in each of these trades, including the composition of traffic, the extent of entry and exit, rates charged, the importance of liner service to the economic well-being of local economies, and any other institutional or economic factor that could influence competition in these markets.

Information is requested on the following specific issues: (1) carrier competition in both the regulated and unregulated portions of each of the trades, (2) the rate structure that exists in each trade, (3) the impact of tariff filing on marine carrier pricing, (4) the extent of parallel pricing, and (5) the impact on domestic cargo prices on foreign cargo services. The Department is also soliciting comments as to whether additional protections are needed to protect shippers from the abuse of market power and the extent to which there needs to be continued reliance on tariff filing and rate regulation to further the transportation policy of meeting the Nation's commercial and defense waterborne needs.

DATES: Comments should be received by Monday, April 15, 1996. Comments that are received after that date will be considered to the extent possible.

ADDRESSES: To facilitate our review, we would appreciate having four copies of

comments sent to: Docket Clerk, Docket No. OST-96-1066, Room PL-401, United States Department of Transportation, 400 7th Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

Laurence T. Phillips or Thomas E. Marchessault, P-37, Office of the Secretary, U.S. Department of Transportation, Washington DC 20590. Phone: (202) 366-5412; fax: (202) 366-3393; John Pisani, MAR 830, Office of Ports and Domestic Shipping, Maritime Administration, U.S. Department of Transportation, Washington DC. Phone: (202) 366-5123.

Joseph F. Canny,

Deputy Assistant Secretary for Transportation Policy.

[FR Doc. 96-3387 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Westover Metropolitan Airport/Air Reserve Base, Chicopee Falls, Massachusetts; FAA Approval of Noise Compatibility Program

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Westover Metropolitan Development Corporation 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 August 11, 1995, the FAA determined that the noise exposure maps submitted by the Westover Metropolitan Airport Corporation under Part 150 were in compliance with applicable requirements. On January 26, 1996, the Associate Administrator approved the Westover Metropolitan Airport/Air Reserve Base noise compatibility program. Out of the 13 proposed program elements, 12 were approved and one was partially approved and partially disapproved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Westover Metropolitan Airport/Air Reserve Base noise compatibility program is January 26, 1996.

FOR FURTHER INFORMATION CONTACT: John C. Silva, Federal Aviation Administration, New England Region, Airports Division, 12 New England Executive Park, Burlington,

Massachusetts 01803, Telephone (617) 238-7602.

Documents reflecting this FAA action may be obtained from the same individual.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Westover Metropolitan Airport/Air Reserve Base noise compatibility program, effective January 26, 1996.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter 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 non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps.

The Act requires such programs to be developed in consultation with interested and affected parties including 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 non-compatible land uses around the airport and preventing the introduction of additional non-compatible 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