

Network B securities would be $\frac{1}{8}$ point for consolidated closing prices under \$5 and $\frac{1}{4}$ point for consolidated closing prices of \$5 or over; adding "Network A" to the footnote under proposed Rule 2001(c)(i)(A)(1) to state that "[i]f the previous day's consolidated closing price of a Network A Eligible Listed security exceeded \$100 and the security does not underlie an individual stock option contract listed and currently trading on a national securities exchange, the 'applicable price change' is one point;" deleting current Rule 2001(c)(X) "Tape Indications," replacing it with the ITS Plan model Pre-Opening Application rule language, and renumbering the section; adding proposed Rules 2001(c)(ii)(B), "Pre-Opening Responses from Open Markets" and 2001(d)(ii), "Responses When the Exchange is Open";¹⁵ and amending Rule 2001(d)(vii) to reflect a T+3 time frame.¹⁶

The Commission believes that these changes are consistent with the Act because they should facilitate transactions in securities between and promote the linkage among the ITS Participants by conforming the PHLX's ITS rules with the model Pre-Opening Application rules contained as Exhibit A to the ITS Plan and the other ITS Participants' rules. This alignment should help ensure that all the Participants operate under similar rules that are designed to achieve similar goals.

The Commission finds good cause to approve Amendment Nos. 1 and 2 prior to the thirtieth day after the date of publication of notice of filing thereof in the **Federal Register**. Amendment Nos. 1 and 2 amend the Pre-Opening Application by adding proposed Rules 2001(c)(ii)(B) and (d)(ii) and by changing Rule 2001(d)(vii) to reflect a T+3 time frame, to conform PHLX's Pre-Opening Application rule those of the existing rules of other ITS Participants and to the model ITS Plan Pre-Opening Application rule. In addition, Amendment No. 1 makes a technical change by placing all sub-paragraph headings in bold print. These changes will help ensure consistency in the Pre-Opening Application rules of all the Participants.

Interested persons are invited to submit written data, views, and arguments concerning Amendment Nos. 1 and 2 to the rule proposal. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549. Copies of the submission, all

subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying at the Commission's Public Reference Room. Copies of such filing also will be available for inspection and copying at the principal office of the PHLX. All submissions should refer to File No. SR-PHLX-97-13 and should be submitted by June 26, 1997.

IV. Conclusion

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,¹⁷ that the proposed rule change (SR-PHLX-97-13), including Amendment Nos. 1 and 2, is approved.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹⁸

Margaret H. McFarland,

Deputy Secretary.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 97-003]

Additional Hazards Study

AGENCY: Coast Guard, DOT.

ACTION: Notice and request for comments.

SUMMARY: This notice announces two public workshops to be held to present the results of the Additional Hazards Study.

DATES: Duplicate public workshops will be held on June 24, 1997, from 8:30 a.m. to 12:30 p.m. and 5:30 p.m. to 9:30 p.m. Comments concerning this notice should reach the Coast Guard on or before 6 July, 1997.

ADDRESSES: The workshops will be held at Best Western Executive Inn, 200 Taylor Ave. N., Seattle, WA 98109. Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406) [CGD 97-003], U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through

Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Executive Secretary maintains the public docket for this project. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: LT Duane Boniface, Human Element and Ship Design Division (G-MSE-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone 202-267-0178, fax 202-267-4816, email fldr-he@comdt.uscg.mil.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to submit written data, views, or arguments, concerning the subject matter of this notice. Persons submitting comments should include their names and addresses, identify this docket (CGD 97-003), and give the reason for each comment, providing specific examples whenever possible. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

Background and Purpose

The Volpe National Transportation Systems Center (Volpe) has conducted a study entitled "The Additional Hazards Study" on behalf of the U.S. Coast Guard and Department of Transportation in accordance with a Presidential Directive issued in 1996. This study has evaluated all measures, current and planned, intended to reduce the hazards of major oil spills (including crude oil, refined product, and bunker) by commercial ships while transiting the waters of Puget Sound, the Straits of Juan de Fuca, and the Olympic Coast National Marine Sanctuary. An example of one of these measures is the planned International Tug of Opportunity System (ITOS), which is a system designed to coordinate tugs responding to disabled vessels off the Olympic Coast.

This study represents another step in a continuous improvement process to address maritime concerns in the Pacific Northwest. Development of this project began in early December 1996.

These Workshops are the second formal session to obtain stakeholder

¹⁵ See Amendment Nos. 1 and 2, *supra* note 4.

¹⁶ See Amendment Nos. 1 and 2, *supra* note 4.

¹⁷ 15 U.S.C. 78s(b)(2).

¹⁸ 17 CFR 200.30-3(a)(12).

input and feedback. The first two, held in March in Seattle, were used to obtain the stakeholder concerns about the hazards in the waterway, as well as to identify potential additional measures. This information was used by the Expert Panel (held in Seattle in April) and Volpe to augment both expert judgment and data in their analysis. This session will be used to gather feedback on the outcome of the study (in addition to the docket as described above) and to start to develop a refined picture of what additional steps should be evaluated as the process moves forward.

The current workshops will allow the Coast Guard to present the outcome of the study, and gather stakeholder comments on the outcome. These comments will be presented to the Secretary along with the Additional Hazards Study.

Dated: May 29, 1997.

Howard L. Hime,

Acting Director, Standards, U.S. Coast Guard.
[FR Doc. 97-14737 Filed 6-4-97; 8:45 am]

BILLING CODE 4910-14-U

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD8-97-014]

Lower Mississippi River Waterway Safety Advisory Committee

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Lower Mississippi River Waterway Safety Advisory Committee will meet to discuss various navigation safety matters affecting the Lower Mississippi River area. The meeting will be open to the public.

DATES: The meeting will be held from 1 p.m. to approximately 3 p.m. on Wednesday, June 25, 1997.

ADDRESSES: The meeting will be held in the basement FGSA conference room of the Hale Boggs Federal Building, 501 Magazine Street, New Orleans, Louisiana.

FOR FURTHER INFORMATION CONTACT: Mr. Monty Ledet, USCG, Administrator, Lower Mississippi River Waterway Safety Advisory Committee, c/o Commander, Eighth Coast Guard District (m), Room 1341, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396, telephone (504) 589-4686.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5

U.S.C. App. 2 §1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting. The agenda for the meeting consists of the following items:

- (1) Approval of the minutes from the December 17, 1996 full Committee meeting.
- (2) Subcommittee Reports.
- (3) New Business.
- (4) Adjournment.

INFORMATION ON SERVICES FOR

INDIVIDUALS WITH DISABILITIES: For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the Executive Director, Captain J. Calhoun, Chief of Marine Safety Division, Eighth Coast Guard District as soon as possible.

Dated: May 2, 1997.

T.W. Josiah

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 97-14738 Filed 6-4-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[#97-03-C-00-GJT]

Intent to Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Walker Field Airport, Submitted by the Walker Field Airport Authority, Grand Junction, Colorado

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Walker Field Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before July 7, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Corinne

Nystrom, Airport Manager, at the following address: Walker Field Airport Authority, 2828 Walker Field Drive, Grand Junction, CO 81506.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Walker Field Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Christopher Schaffer, (303) 342-1258; Denver Airports District Office, DEN-ADO Federal Aviation Administration; 26805 68th Avenue, Suite 224; Denver, CO 80249-6361. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#97-03-C-00-GJT) to impose and use PFC revenue at Walker Field Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 28, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Walker Field Airport Authority, Grand Junction, Colorado, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 27, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

September 1, 1997

Proposed charge expiration date: March 1, 2004

Total requested for use approval:

\$2,157,000

Brief description of proposed project:

Rehabilitation of Taxiway C; Aircraft rescue and firefighting (ARFF) /Snow removal equipment (SRE) building; SRE—multi use snow plow/broom.

Class or classes of air carriers which the public agency has requested are not required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Walker Field Airport.