

Sincerely,
Troy H. Cribb,
*Chairman, Committee for the Implementation
of Textile Agreements.*
[FR Doc. 96-18489 Filed 7-19-96; 8:45 am]
BILLING CODE 3510-DR-F

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Dockets OST-96-1384 and OST-96-1385]

Applications of United Parcel Service Co. for Issuance of New Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause
(Order 96-7-24).

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue orders (1) finding United Parcel Service Co. fit, willing, and able, and (2) awarding it certificates to engage in interstate and foreign charter air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than August 1, 1996.

ADDRESSES: Objections and answers to objections should be filed in Dockets OST-96-1384 and OST-96-1385 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Janet A. Davis, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

Dated: June 16, 1996.

Patrick V. Murphy,
*Deputy Assistant Secretary for Aviation and
International Affairs.*
[FR Doc. 96-18523 Filed 7-19-96; 8:45 am]
BILLING CODE 4910-62-P

Federal Aviation Administration

[AC 120-XX]

Proposed Advisory Circular (AC) 120-XX, Air Transportation Partnership for Safety Programs

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of Proposed Advisory Circular (AC) 120-XX, and request for comments.

SUMMARY: This notice announces the publication of, and requests comments on, a proposed AC that provides guidance for establishing air transportation partnership for safety programs. These programs, which are entered into by the FAA and entities within the air transportation industry, are intended to generate safety information that may not otherwise be obtainable. The FAA is implementing a 2-year demonstration program for the use of these programs under which information can be collected and analyzed to measure the programs' effect on safety.

DATES: Comments must be received on or before August 21, 1996.

ADDRESSES: Send all comments on the proposed AC to: Federal Aviation Administration, Air Transportation Division, AFS-200, 800 Independence Avenue SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Kent Stephens, AFS-230, Federal Aviation Administration, P.O. Box 20034, Dulles International Airport, Washington, DC 20041, or telephone (703) 661-0333 x5131.

SUPPLEMENTARY INFORMATION: The proposed AC may be downloaded from the FedWorld BBS by dialing (703) 321-8020, ANSI, 8, 1, N, 9600 baud, or through the Internet at the following Uniform Resource Location (URL): [flp:/fwux.fedworld.gov/pub/faa/faa.htm](http://fwux.fedworld.gov/pub/faa/faa.htm). The file name is "AC XX-XX.TXT."

Comments Invited

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters should identify the AC, and submit comments, in duplicate, to the address specified above. All comments received on or before the closing date for comments will be considered by the Air Transportation Division, AFS-200, before issuing the final AC. Comments may be inspected at Federal Aviation Administration, Air Transportation Division, AFS-200, 800 Independence Ave., SW., Washington, DC 20591 between the hours of 9:00 a.m. and 4:00 p.m. weekdays, except Federal holidays.

Background

In recent years, the FAA and the air transportation industry have sought alternative means for addressing safety problems and identifying potential safety hazards. To this end, the FAA, in

cooperation with industry, established several demonstration partnerships for safety programs in an effort to increase the flow of safety information to both the air carrier and FAA. Among these programs were the USAir Altitude Awareness Program, the American Airlines Safety Action Program (ASAP), and the Alaska Airlines Altitude Awareness Program. As an outcome of the Safety Conference held on January 9-10, 1995, the Secretary of Transportation and the Administrator of the Federal Aviation Administration (FAA) announced that standardized policy and procedures would be provided for the use of these programs. Following publication of a final AC, the FAA will amend appropriate agency orders to provide internal guidance for the development of partnership for safety programs.

Issued in Washington, DC, on July 17, 1996.

Thomas C. Accardi,
Director, Flight Standards Service.

The text of the proposed AC reads as follows:

1. *Purpose.* This advisory circular (AC) provides guidance for establishing air transportation partnership for safety programs (partnership for safety programs). As an outcome of the Safety Conference held on January 9-10, 1995, the Secretary of Transportation and the Administrator of the Federal Aviation Administration (FAA) announced that standardized policy and procedures would be provided for the use of these programs.

2. *Background.* In recent years, the FAA and the air transportation industry have sought alternative means for addressing safety problems and identifying potential safety hazards. To this end, the FAA, in cooperation with industry, established several demonstration partnership for safety programs in an effort to increase the flow of safety information to both the air carrier and FAA. Among these programs were the USAir Altitude Awareness Program, the American Airlines Safety Action Program (ASAP), and the Alaska Airlines Altitude Awareness Program. These programs included incentives to encourage employees of certificate holders participating in the programs to disclose information and identify possible violations of the Federal Aviation Regulations without fear of punitive legal enforcement sanctions. Events reported under a program that involved an alleged violation of the Federal Aviation Regulations by the certificate holder were handled under the voluntary disclosure policy, provided the elements of that policy