

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.

**DATES:** Comments on this notice must be received on or before October 7, 1996.

**ADDRESSES:** Comments should be sent to the Special Authorities Division (X-57), Office of Aviation Analysis, Office of the Secretary, U.S. Department of Transportation, 400 7th Street, S.W., Washington, DC 20590-0002. This information collection is available for inspection at the Special Authorities Division (X-57), Office of Aviation Analysis, DOT, at the address above. Copies of 14 CFR Part 380 can be obtained from Mr. Scott Keller at the address and telephone number shown below.

**FOR FURTHER INFORMATION CONTACT:** Mr. Scott Keller or Mr. Charles McGuire, Office of the Secretary, Office of Aviation Analysis, X-57, Department of Transportation, at the address above. Telephone: (202) 366-1031/4534.

#### SUPPLEMENTARY INFORMATION

Office of the Secretary, Office of Aviation Analysis

*Title:* Public Charters.

*OMB Control Number:* 2106-0005.

*Type of Request:* Emergency processing for reinstatement for 90 days, without change, a previously approved information collection for which approval has expired.

*Affected Entities:* Public charter operators.

*Abstract:* In 14 CFR 380 (adopted 1979) of its Special Regulations the Department established the terms and conditions governing the furnishing of public charters in air transportation by direct air carriers and public charter operators. Public charter operators arrange transportation for groups of persons on aircraft chartered from direct air carriers. This arrangement is less expensive for the travelers than individually buying a ticket. Further, the charter operator books hotel rooms, tours, etc., at destination for the convenience of the traveler. Part 380 exempts charter operators from certain

provisions of the U.S. Code in order that they may provide this service.

A primary goal of Part 380 is to seek protection for the consumer. Accordingly, the rule stipulates that the charter operator must file evidence (a prospectus) with the Department for each charter program certifying that it has entered into a binding contract with a direct carrier to provide air transportation and that it has also entered into agreements with Department-approved financial institutions for the protection of the charter participants' funds. The prospectus must be approved by the Department prior to the operator's advertising, selling or operating the charter. The forms (OST Forms 4532, 4533, 4534 and 4535) that comprise the operator's filing is the information collection at issue here.

In September 1992, the Department issued a notice of proposed rulemaking (NPRM) [57 FR 42864, 9-16-92] to propose, among other revisions, that charter operators need no longer file prospectuses. The NPRM was in response to comments that prospectus filings were burdensome and unnecessary. However, the majority of respondents to the NPRM have urged the Department to retain the existing prospectus filing requirements. They desire the more complete consumer protection provided by the current rule. Without a complete prospectus it would be extremely difficult to assure that financial security and other consumer protection requirements are in place for each public charter operation.

The collection involved here requests general information about the charter operator and direct air carrier that will provide a public charter and requires each to certify that it has contracted with the other to provide the transportation. The routing, charter price and tour itinerary of the proposed charter are also identified. The collection also requires the charter operator, direct air carrier and financial institution(s) involved to certify that proper financial instruments are in place or other arrangements have been made to protect the charter participants' funds and that all parties will abide by the Department's public charter regulations.

*Average Annual Burden per Respondents:* 4.25 hours.

*Estimated Total Burden on Respondents:* 31,343 hours.

Issued in Washington, DC, on August 5, 1996.

Phillip A. Leach,  
*Clearance Officer, United States Department of Transportation.*

[FR Doc. 96-20260 Filed 8-7-96; 8:45 am]

BILLING CODE 4910-62-P

#### Office of the Secretary; Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

**AGENCY:** Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 22, 1996 [FR 61, page 25734].

**DATES:** Comments must be submitted on or before September 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** Joseph Freeman, (202) 366-6057, and refer to the OMB Control Number.

#### SUPPLEMENTARY INFORMATION

Maritime Administration

*Title:* Trustee's Supplemental Certification.

*Type of Request:* Extension of a currently approved information collection.

*OMB Control Number:* 2133-0015.

*Affected Entities:* Banks and trust companies.

*Abstract:* Provide for approval of banks and trust companies to act as Trustees under certain ship financing trusts and provide a procedure for assuring the validity and preferred status of mortgages on U.S. flag vessels and certain mortgages requiring Secretarial approval. The approved bank or trust company is required to furnish its supplemental certification every five years in order to remain on the Roster of Approved Trustees. The processing fee for this application is \$215.00 per filing.

*Need and Use of the Information:* Information collection provides information that will be used by the Maritime Administration to determine whether the bank or trust company continues to meet the statutory requirements to serve as Trustees.

*Annual Responses:* 68.

*Annual Burden:* 51 hours.

*Comments:* Send all comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected to the Office of Information and Regulatory Affairs,

Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT Desk Officer.

Issued in Washington, DC, on August 5, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-20259 Filed 8-7-96; 8:45 am]

BILLING CODE 4910-62-P

## Federal Aviation Administration

### International Civil Aviation Organization (ICAO), Committee On Aviation Environmental Protection (CAEP)

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise interested parties of the next in a continuing series of briefings to be given by The Office of Environmental and Energy on the status of the ICAO/CAEP process to be held on August 28, 1996. The ICAO/CAEP is a group of government and industry aviation experts responsible for recommending international noise and emissions standards for civil aircraft and engines. The current status of the ICAO/CAEP process, including the disposition of the recommendations offered by the committee at their meeting in December 1995 and the organization of the continuing work of the committee, will be discussed.

**DATES:** The meeting will be held on August 28, 1996.

**TIME:** 2 p.m. to 4 p.m.

**ADDRESSES:** The meeting will be held at Department of Transportation Nassif building, 400 Seventh St., Washington, D.C., 20590 in room 6332.

**FOR FURTHER INFORMATION CONTACT:** Mr. James P. Muldoon or Mr. James R. Littleton Jr., Office of Environmental and Energy Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591, fax (202) 267-5594.

Attendance is open to the public, but will be limited to the space available. Arrangements can be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

James R. Littlejohn, Jr.,

Analysis and Evaluation Branch, Office of Environment and Energy.

[FR Doc. 96-20264 Filed 8-7-96; 8:45 am]

BILLING CODE 4910-13-M

## Federal Railroad Administration

### Petition for Waiver of Compliance

In accordance with Title 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal safety laws and regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Boone & Scenic Valley (BSV) Railroad (Waiver Petition Docket Number PB-96-1)

The Iowa Railroad Historical Society, Boone & Scenic Valley (BSV) Railroad, seeks a permanent waiver of compliance from Title 49, Part 232, Section 17(b)(2) on passenger cars equipped with U type air brakes by extending the clean, oil, test, and stencil (COT&S) period from 15 calendar months to 15 operating months. BSV seeks relief for their eight antique passenger cars built in years 1927-1929, from the present requirements to perform COT&S as required by § 232.17(b)(2) and specified in Standard S-045 in the Manual of Standards and Recommended Practices of the Association of American Railroads A-III-256, Section 2.1.2. The BSV is a non-profit tourist line that operates only 6 months a year, with one trip per day during the week and 3 trips on Saturday and Sunday over a 15-mile, captive service route originating in Boone, Iowa. BSV explains that they have been performing the COT&S every 12 calendar months at considerable expense for 6 months of operation and that by granting this waiver, they would perform the COT&S every 24 months for 12 months of operation.

Title 49 CFR 232.17 "Freight and passenger train car brakes" states in Part (b)(2): Brake equipment on passenger

cars must be cleaned, repaired, lubricated, and tested as often as necessary to maintain it in a safe and suitable condition for service but not less frequently than as required in Standard S-045 in the Manual of Standards and Recommended Practices of the AAR.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comments, they should notify FRA in writing, before the end of the comment period and specify the basis of their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g. Waiver Petition Docket Number PB-96-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Communications received within 45 days of the date of publication of this notice, will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practical. All written communication concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Issued in Washington, DC on August 5, 1996.

Phil Olekszyk,

Acting Deputy Administrator for Safety.

[FR Doc. 96-20263 Filed 8-7-96; 8:45 am]

BILLING CODE 4910-06-M

### [FRA Docket No. RST-93-3]

#### Petition for an Extension of the Period Within Which Compliance With the Provisions of 49 CFR 213.113(a)(2), Notes C and D, Will be Waived

Burlington Northern Santa Fe

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that Burlington Northern Santa Fe (BNSF) has submitted a petition dated May 20, 1996 for the continued use on certain of its lines of a track device known as a Bulldog Clamp®. The purpose of the device is to provide additional security between detection and removal of certain types of transverse defects internal to a rail head. The device achieves this purpose by functioning as