

constitute a disaster area due to damages caused by heavy rains, high winds, flooding and slides which occurred July 18-31, 1996. Applications for loans for physical damages may be filed until the close of business on October 12, 1996, and for loans for economic injury until the close of business on May 14, 1997 at the address listed below:

U.S. Small Business Administration,
Disaster Area 1 Office, 360 Rainbow Blvd., South, 3rd Fl., Niagara Falls, NY 14303

or other locally announced locations. In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the above location: Calhoun, Doddridge, Fayette, Grant, Greenbrier, Harrison, Kanawha, Lewis, Lincoln, Marion, Mason, Pendleton, Pocahontas, Preston, Putnam, Ritchie, Roane, Taylor, Tucker, Wayne, and Wetzel Counties in West Virginia; Gallia and Lawrence Counties in Ohio; and Fayette and Greene Counties in Pennsylvania.

Interest rates are:

	Percent
For Physical Damage:	
Homeowners With Credit Available Elsewhere	7.625
Homeowners Without Credit Available Elsewhere	3.875
Businesses With Credit Available Elsewhere	8.000
Businesses and Non-Profit Organizations Without Credit Available Elsewhere	4.000
Others (Including Non-Profit Organizations) With Credit Available Elsewhere	7.125
For Economic Injury: Businesses and Small Agricultural Cooperatives Without Credit Available Elsewhere	4.000

The number assigned to this disaster for physical damage is 288906. For economic injury the numbers are 899200 for West Virginia; 899300 for Ohio; and 899400 for Pennsylvania.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: August 16, 1996.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 96-21587 Filed 8-23-96; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Aviation Proceedings; Agreements Filed During the Week Ending 8/16/96

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-96-1643

Date filed: August 14, 1996

Parties: Members of the International Air Transport Association

Subject:

PTC12 Telex Mail Vote 822
Mid Atlantic-Europe Resos
r 1-070r r 2-07w r 3-070x r 4-074aa
PTC12 Telex Mail Vote 823
South Atlantic-Europe Resos
r 5-071y r 6-076w
PTC2 Telex Mail Vote 824
Yemen-Europe Reso
r 7-010y
Intended effective date: September 1/
October 1, 1996

Docket Number: OST-96-1653

Date filed: August 16, 1996

Parties: Members of the International Air Transport Association

Subject:

PTC12 CAN-EUR 0001 dated August 9, 1996
Canada-Europe expedited resos r1-8
Intended effective date: October 1,
1996

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-21739 Filed 8-23-96; 8:45 am]

BILLING CODE 4190-62-P

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending August 16, 1996

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-96-1642.

Date filed: August 13, 1996.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 10, 1996.

Description: Application of Continental Airlines, Inc., pursuant to 49 U.S.C. Sections 41108 and 41102 and Subpart Q of the Department's Rules of Practice, applies for a certificate of public convenience and necessity authorizing Continental to provide scheduled foreign air transportation of persons, property and mail between Cleveland, Ohio and London, England.

Docket Number: OST-96-1648.

Date filed: August 14, 1996.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 11, 1996.

Description: Application of Continental Airlines, Inc., pursuant to 49 U.S.C. Section 41108 and Subpart Q of the Regulations, requests a certificate of public convenience and necessity authorizing it to provide scheduled foreign air transportation of persons, property and mail between a point or points in the United States and a point or points in the United Kingdom, excluding London's Heathrow and Gatwick airports. Continental also requests the right to combine service at the points on this route segment with service at other points Continental is authorized to serve by certificates or exemptions, consistent with applicable international agreements.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-21738 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-62-P

Office of the Secretary

[Docket OST-96-1211]

Application of Pan American Airways, Inc. for Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of order to show cause (Order 96-8-25).

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Pan American Airways, Inc., fit, willing, and able, and awarding it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than September 4, 1996.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-96-1211 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590 and

should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Carol A. Woods, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590, (202) 366-2340.

Dated: August 20, 1996.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-21643 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 96-037]

Annual Certification of Prince William Sound Regional Citizens' Advisory Council

AGENCY: Coast Guard, DOT.

ACTION: Notice.

SUMMARY: Under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, the Coast Guard may certify, on an annual basis, a voluntary advisory group instead of a Regional Citizens' Advisory Council for Prince William Sound, Alaska. This certification allows the advisory group to monitor the activities of terminal facilities and crude-oil tankers under the Prince William Sound Program established by the statute. The purpose of this notice is to inform the public that the Coast Guard has recertified the alternative voluntary advisory group for Prince William Sound, Alaska.

EFFECTIVE DATE: July 1, 1996, through June 30, 1997.

FOR FURTHER INFORMATION CONTACT: LCDR Peter A. Jensen, Project Manager, Port and Environmental Management Division (G-MOR-1), (202) 267-6134, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001.

SUPPLEMENTARY INFORMATION: As part of the Oil Pollution Act of 1990, Congress passed the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (the Act), 33 U.S.C. 2732, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of terminal facilities and crude-oil tankers.

Section 2732(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the terminal facilities in Prince William Sound, instead of a

council of the type specified in subsection 2732(d), if certain conditions are met. The Act requires that the group enter into a contract to ensure annual funding, and that it receive annual certification by the President to the effect that it fosters the general goals and purposes of the Act and is broadly representative of the community and interests in the vicinity of the terminal facilities. Accordingly, in 1991, the President granted certification to the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC). The authority to certify alternative advisory groups was subsequently delegated to the Commandant of the Coast Guard, and redelegated to the Chief, Marine Safety and Environmental Protection.

On April 30, 1996, in the Federal Register, the Coast Guard announced the availability of the application for recertification that it received from the RCAC and requested comments (61 FR 19110). Sixteen comments were received.

Discussion of Comments

Although all of the comments received by the Coast Guard supported recertification of the PWSRCAC, three of them provided constructive criticism of PWSRCAC operations. One of the comments questioned the support provided by some Council members to certain parties opposing the Prince William Sound shipper contingency plans which were imposed by the Alaska Department of Environmental Conservation. The commentator emphasized that PWSRCAC's role is that of an advisor speaking with one voice and not individuals advocating their own interests. A second comment expressed the need for PWSRCAC to ensure greater participation by two local Native villages. The final comment objected to an increase in PWSRCAC's budget unless expenditures were more fully justified. It is the Coast Guard's position that those comments can be addressed successfully by PWSRCAC and has forwarded them to PWSRCAC for their review, consideration for what is necessary to resolve the issues, and to provide their response to the commentator and the Coast Guard. Therefore, since none of the comments received opposed the recertification, the Coast Guard has determined that recertification of the RCAC in accordance with the Act is appropriate.

Recertification: By letter dated July 3, 1996, the Chief, Marine Safety and Environmental Protection certified that the RCAC qualifies as an alternative voluntary advisory group under 33

U.S.C. 2732(o). This recertification terminates on June 30, 1997.

Dated: August 14, 1996.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Marine Safety and Environmental Protection.

[FR Doc. 96-21737 Filed 8-23-96; 8:45 am]

BILLING CODE 4910-14-M

[CGD 95-015]

Limited Service Domestic Voyage Load Lines for Certain River Barges on Lake Michigan

AGENCY: Coast Guard, DOT.

ACTION: Notice.

SUMMARY: The Coast Guard is amending its policy regarding the limited service domestic voyage load line routes for unmanned, river-service, dry-cargo barges operating on Lake Michigan between Chicago (Calumet Harbor), Illinois and Milwaukee, Wisconsin, and between Chicago and St. Joseph, Michigan. This notice also extends the Chicago/St. Joseph route further north to Muskegon, Michigan. Public comments on this action are solicited.

DATES: The exemption is effective August 26, 1996. Comments must be received on or before November 25, 1996.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 95-015), 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 notice (CGD 95-015). 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: Mr. Thomas Jordan, Office of Marine Safety and Environmental Protection (G-MSE-2), U.S. Coast Guard Headquarters, Room 1308. The telephone number is (202) 267-2988.

SUPPLEMENTARY INFORMATION:

Background

Prior to the establishment of limited service domestic voyage load line routes on Lake Michigan, cargoes originating at inland river ports and destined for Lake Michigan ports had to be either transported overland or, if transported