

Issued in Fort Worth, Texas on August 22, 1996.

Mark R. Schilling,

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 96-23090 Filed 9-10-96; 8:45 am]

BILLING CODE 4910-13-M

### Aviation Rulemaking Advisory Committee Meeting on Air Carrier and General Aviation Maintenance Issues

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

**ACTION:** Notice of meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public of a meeting of the FAA Aviation Rulemaking Advisory Committee to discuss Air Carrier and General Aviation Maintenance Issues.

**DATES:** The meeting will be held on September 26, 1996, beginning at 1:00 p.m., and continue on September 27, 1996, from 8:30 a.m. to 4:00 p.m. Arrange for presentations by September 16, 1996.

**ADDRESSES:** The meeting will be held at the Air Transport Association of America, Suite 1100, 1301 Pennsylvania Avenue, NW., Washington, DC 20004.

**FOR FURTHER INFORMATION CONTACT:** Mr. David B. Higginbotham, Federal Aviation Administration, Office of Rulemaking (ARM-207), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3498; fax (202) 267-5075.

**SUPPLEMENTARY INFORMATION:** Pursuant to § 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to be held on September 26, 1996, at the Air Transport Association of America, Suite 1100, 1301 Pennsylvania Avenue, NW., Washington, DC 20004. The agenda will include:

- Opening remarks.
- Committee Administration.
- New business.
- A discussion of future meeting dates, locations, activities, and plans.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by September 16, 1996, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to the meeting. In addition, 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. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

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

Chris A. Christie,

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 96-23094 Filed 9-10-96; 8:45 am]

BILLING CODE 4910-13-M

### Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 33007]

#### Laidlaw Transit, Inc., et al.—Control and Merger Exemption—National School Bus Service, Inc., Charterways Transportation Limited, Enterprise Transit Corp., and MCS Interstate, Inc.

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of filing of petition for exemption.

**SUMMARY:** Laidlaw Transit, Inc. (Laidlaw Transit), a noncarrier, and its direct and indirect corporate affiliates (collectively petitioners)<sup>2</sup> seek an exemption under 49 U.S.C. 13541 from the prior approval requirements of 49 U.S.C. 14303(a)(1) and (a)(4) for Laidlaw Transit to acquire control of, and subsequently merge with, four motor carriers of passengers. Expedited action has been requested. **DATES:** Comments must be filed by September 26, 1996. Petitioners may file a reply by October 1, 1996.

**ADDRESSES:** Send an original and 10 copies of comments referring to STB Finance Docket No. 33007 to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423; and (2) Petitioners' Representative: Mark J. Andrews, Barnes & Thornburg, 1401 Eye

<sup>1</sup>The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995) (ICCTA), abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board) effective on January 1, 1996. This notice relates to a motor carrier passenger acquisition of control and merger transaction that is subject to Board jurisdiction under 49 U.S.C. 13541 and 14303.

<sup>2</sup>Laidlaw Transit is a wholly owned subsidiary of Laidlaw Transportation, Inc., a noncarrier and wholly owned subsidiary of Laidlaw Investments Ltd., a noncarrier and a wholly owned subsidiary of Laidlaw Inc. (Laidlaw). A controlling interest in Laidlaw is held by Canadian Pacific Railway Company (CP Rail), a wholly owned subsidiary of Canadian Pacific Limited, a publicly held noncarrier holding company. CP Rail operates as CP Rail System, a Class I rail carrier, on the lines of the former Soo Line Railroad Company.

Street, N.W., Suite 500, Washington, D.C. 20005.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** Laidlaw Transit holds a 100% beneficial interest in the stock of two of the carriers it seeks to acquire: Enterprise Transit Corp. (ETC), a motor common carrier of passengers (MC-161299)<sup>3</sup>; and MCS Interstate, Inc. (MCSI), a motor common and contract carrier of passengers (MC-200701). The stock of ETC and MCSI is currently held in separate, independent voting trusts that are to terminate when this exemption is granted.<sup>4</sup>

Laidlaw Transit seeks to acquire control of the other two carriers, National School Bus Service, Inc. (NSBS) (MC-69623), and Charterways Transportation Limited (Charterways) (MC-102189), and has purchased more than 99% of the stock of their corporate parent, Scott's Hospitality Inc. (Scott), a noncarrier.<sup>5</sup> According to petitioners, NSBS primarily provides school transportation services within the United States and holds both interstate authority as a motor common and contract carrier of passengers in regular route service and charter and special operations and intrastate authorities to transport passengers in eight states. Charterways primarily provides school transportation services within Canada and holds interstate authority as a motor common carrier of passengers in regular route service and charter and special operations.<sup>6</sup>

<sup>3</sup>According to the records of the Federal Highway Administration, Office of Motor Carrier Records (FHWA), ETC's authority under this docket was revoked on April 26, 1996.

<sup>4</sup>Petitioners state that, as a CP Rail affiliate, Laidlaw Transit was barred from acquiring or becoming a regulated motor carrier unless the special rail-motor acquisition criteria of former 49 U.S.C. 11344(c) could be satisfied. Under the criteria, it had to be shown that the rail carrier could use the acquired motor carrier "to public advantage in its operations." Thus, the stock of ETC and MCS had to be held in separate, independent voting trusts because they primarily engaged in non-regulated school bus transportation and, as a consequence, Laidlaw Transit was unable to make the required showing. Because the intermodal acquisition restrictions of former 49 U.S.C. 11344(c) were repealed by the ICCTA, petitioners state that the proposed exemption will remove the final impediment to terminating the voting trusts.

<sup>5</sup>NSBS's stock is owned indirectly by a wholly owned subsidiary of Scott, and Charterways' stock is owned directly by Scott. Scott also has subsidiaries that are engaged in food services. The food service businesses are to be sold to third parties.

<sup>6</sup>According to petitioners, Charterways does not operate from, to, or within the United States. FHWA records indicate that the authority under this docket was revoked on September 1, 1995. Petitioners also

Continued