

**Next Steps**

DTC has recently conducted two forums with transfer agents, issuers, Participants, and service providers to discuss draft systems specifications for all components of DRS. Final specifications will be distributed shortly. All interested parties are urged to plan for the implementation of these system modifications as a DRS pilot is expected to begin November 1996 with a gradual increase in the number of DRS eligible issues by the end of the first quarter of 1997.

For your convenience, please direct your questions to the Corporate Trust Services staff listed on the attached schedule.

Ann Vece,

*Group Director, Corporate Trust Services.*

[FR Doc. 96-25923 Filed 10-8-96; 8:45 am]

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**OFFICE OF THE UNITED STATES  
TRADE REPRESENTATIVE**
**Notice of Meeting of the Trade and  
Environment Policy Advisory  
Committee**

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Notice that the October 9, 1996, meeting of the Trade and Environment Policy Advisory Committee will be held from 10:00 a.m. to 3:00 p.m. The meeting will be closed to the public from 10:00 a.m. to 2:30 p.m. and open to the public from 2:30 p.m. to 3:00 p.m.

**SUMMARY:** The Trade and Environment Policy Advisory Committee will hold a meeting on October 9, 1996, from 10:00 a.m. to 3:00 p.m. The meeting will be closed to the public from 10:00 a.m. to 2:30 p.m. The meeting will include a review and discussion of current issues affecting U.S. trade policy. Pursuant to Section 2155(f)(2) of Title 19 of the United States Code, I have determined that this portion of the meeting will be concerned with matters the disclosure of which would seriously compromise the development by the United States Government of trade policy, priorities, negotiating objectives or bargaining positions with respect to the operation of any trade agreement and other matters arising in connection with the development, implementation and administration of the trade policy of the United States. Those wishing to submit written comments on the meeting may submit them to Suzanna Kang, Office of the U.S. Trade Representative, 600 Seventeenth Street, N.W., Washington, D.C. 20508.

**DATES:** The meeting is scheduled for October 9, 1996, unless otherwise notified.

**ADDRESSES:** The meeting will be held at the Sheraton Carlton Hotel in the

Chandelier Room, located at 16th and K Streets, Washington, D.C., unless otherwise notified.

**FOR FURTHER INFORMATION CONTACT:** Suzanna Kang, Office of the United States Trade Representative, (202) 395-6120.

Charlene Barshefsky,

*Acting United States Trade Representative.*

[FR Doc. 96-25865 Filed 10-8-96; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

[Docket No. 37554]

**Notice of Order Adjusting the Standard  
Foreign Fare Level Index**

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 96-8-21 established the currently effective two-month SFFL applicable through September 30, 1996.

In establishing the SFFL for the two-month period beginning October 1, 1996, we have projected non-fuel costs based on the year ended June 30, 1996 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 96-10-6 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic—1.4919

Latin America—1.5593

Pacific—1.5101

**FOR FURTHER INFORMATION CONTACT:**

Keith A. Shangraw (202) 366-2439.

By the Department of Transportation.

Dated: October 3, 1996.

Patrick V. Murphy,

*Deputy Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 96-25885 Filed 10-8-96; 8:45 am]

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**Federal Aviation Administration**
**Receipt of Revision No. 1 to Approved  
Noise Compatibility Program and  
Request for Review for Palm Springs  
Regional Airport, Palm Springs, CA**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed revision to the approved noise compatibility program that was submitted for Palm Springs Regional Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150 by the city of Palm Springs, California. This program was submitted subsequent to a determination by the FAA that the associated noise exposure maps submitted under 14 CFR Part 150 for Palm Springs Regional Airport were in compliance with applicable requirements effective November 28, 1994. The Noise Compatibility Program for Palm Springs Regional Airport was approved by the FAA on July 25, 1995. The proposed revision to the approved noise compatibility program will be approved or disapproved on or before March 26, 1997.

**EFFECTIVE DATE:** The effective date of the start of FAA's review of the noise compatibility program is September 27, 1996. The public comment period ends October 27, 1996.

**FOR FURTHER INFORMATION CONTACT:** David B. Kessler, Environmental Protection Specialist, AWP-611.2, Planning Section, Western-Pacific Region, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, Telephone 310/725-3615 Street Address: 1500 Aviation Boulevard, Hawthorne, California 90261. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed revision to the approved noise compatibility program for Palm Springs Regional Airport which will be approved or disapproved on or before March 26, 1997. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the proposed revision to the approved noise