

meeting, providing name, affiliation, date of birth and social security number, to arrange for pre-clearance. One of the following valid photo ID's is required for admittance: U.S. driver's license with picture, passport, government ID (company ID's are not accepted). Enter from the "C" Street Main Lobby.

Dated: January 12, 1998.

William J. Kirsch,

Chairman, ITAC-T Sector.

[FR Doc. 98-1573 Filed 1-22-98; 8:45 am]

BILLING CODE 4710-45-M

DEPARTMENT OF STATE

[Public Notice No. 2669]

Proposed Unidroit Convention and Its Aircraft Protocol Meeting Notice

AGENCY: Department of State.

ACTION: Notice is hereby given of an Advisory Committee meeting to be held on Thursday, February 26 starting at 9:00 a.m. in the Civil Aeromedical Institute auditorium, Room 254, located at 6500 S. MacArthur Blvd, Oklahoma City, Oklahoma. The meeting will end at or before 1:00 p.m. on February 26. There may be an afternoon session from 2:00 p.m. to 5:00 p.m. for further discussion.

Attendance: The meeting is open to the public, free of charge, and is limited to available seating. It may be of interest to persons associated with the selling, leasing, and financing of aircraft and aircraft engines, including persons who search title, give title opinions, submit conveyances for recordation to the FAA Aircraft Registry, or otherwise participate in aircraft financing.

Nature: The meeting is intended only to provide information. No formal record will be made. No written comments will be accepted from the audience.

Agenda:

- (1) Introductory remarks
- (2) Purpose of UNIDROIT Convention
- (3) Status of actions taken (UNIDROIT Convention and Aircraft Protocol)
- (4) Summary of UNIDROIT Convention with emphasis on registration of international interests
- (5) Summary of Aircraft Protocol
- (6) Relationship of UNIDROIT Convention to existing laws and treaties
- (7) Question and Answer Period

Background: The United States Government, through the United States Department of State, has been participating with other nations in studying a proposed multilateral convention (UNIDROIT Convention) to

protect international secured interests in mobile equipment, including aircraft.

A preliminary draft of the UNIDROIT Convention will be submitted to the UNIDROIT Governing Council in early 1998. Thereafter, it is expected that the draft will be circulated to States to determine whether to proceed to intergovernmental negotiations to conclude the Convention.

As proposed, the UNIDROIT Convention would not take effect unless a protocol has been adopted for a specific category of mobile objects. In that regard, UNIDROIT's Aircraft Equipment Protocol Group has completed a preliminary draft protocol which would pertain to certain large airframes and large helicopters, and jet and turbine engines.

The UNIDROIT Convention and Aircraft Equipment Protocol together, when and if adopted and enacted into law by contracting states would provide a comprehensive international system to protect leasing and financing interests. Significant features might include default remedies, priorities, and establishment of an international registration system to register (record) international consensual interests, non-consensual interests, assignments, prospective assignments, and subordinations.

It is anticipated that the international registration system would be primarily an electronic notice system. As proposed, the international registration system is not intended to interfere with countries' existing national registration and recordation systems (e.g., Parts 47 and 49 of the Federal Aviation Regulations).

FOR FURTHER INFORMATION CONTACT: Joseph R. Standell, Aeronautical Center Counsel, Federal Aviation Administration, P.O. Box 25082, Oklahoma City, OK 73125, telephone number (405) 954-3296; fax number (405) 954-4676.

Dated: December 17, 1997.

Harold S. Burman,

Executive Director, Secretary of State's Advisory Committee on Private International Law, United States Department of State.

[FR Doc. 98-1631 Filed 1-22-98; 8:45 am]

BILLING CODE 4701-08-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee—New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of a new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of a new task assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARC.

FOR FURTHER INFORMATION CONTACT: Joseph A. Hawkins, Director, Office of Rulemaking, ARM-1, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-9677 or fax (202) 267-5075.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulation (FAR) and practices with its trading partners in Europe and Canada.

The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization task:

Prevention of Fuel Tank Explosions

Prepare a report to the FAA/JAA that provides specific recommendations and proposed regulatory text that will eliminate or significantly reduce the hazards associated with explosive vapors in transport category airplane fuel tanks. Proposed regulatory text should ensure that new type designs, in-production airplanes and the existing fleet of transport airplanes are designed and operated so that during normal operation (up to maximum certified operating temperatures) the presence of explosive fuel air vapors in all fuel tanks is eliminated, significantly reduced or controlled to the extent that there could not be a catastrophic event. (This task addresses means of reducing explosion hazards by eliminating or controlling explosive fuel vapors. The FAA is also engaged in a separate activity to evaluate whether additional actions should be taken to ensure that ignition sources are not present within fuel tanks. Therefore, control of ignition sources is not within the scope of this task.) In developing recommendations