

October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236 of October 19, 1999, as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the objects to be included in the exhibition "Inspiring Impressionism", imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit objects at the High Museum of Art, Atlanta, GA, from on or about October 16, 2007, until on or about January 13, 2008, at the Denver Art Museum, Denver, CO, from on or about February 23, 2008, until on or about May 25, 2008, and at the Seattle Art Museum, Seattle, WA, from on or about June 19, 2008, until on or about September 21, 2008, and at possible additional exhibitions or venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit objects, contact attorney, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202/453-8058). The address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC 20547-0001.

Dated: July 30, 2007.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. E7-15338 Filed 8-6-07; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 5860]

Shipping Coordinating Committee; Notice of Meeting

The Subcommittee on Dangerous Goods, Solid Cargoes and Containers of the Shipping Coordinating Committee (SHC) will conduct an open meeting at 10 a.m. on Thursday, September 6, 2007, in Room 6103 of the United States Coast Guard Headquarters Building, 2100 Second Street, SW., Washington, DC 20593-0001. The primary purpose of the meeting is to prepare for the 12th

Session of the International Maritime Organization (IMO) Sub-Committee on Dangerous Goods, Solid Cargoes and Containers to be held at the Central Hall Westminster in London, England from September 17 to September 21, 2007. Items of principal interest on the agenda are:

- Amendments to the International Maritime Dangerous Goods (IMDG) Code and Supplements including harmonization of the IMDG Code with the United Nations Recommendations on the Transport of Dangerous Goods.
- Amendments to the Code of Safe Practice for Solid Bulk Cargoes (BC Code) including evaluation of properties of solid bulk cargoes and mandatory application of the BC Code.
- Casualty and incident reports and analysis.
- Review of the Code of Safety for Special Purpose Ships (SPS Code).
- Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code).
- Extension of the Code of Practice for the Safe Unloading and Loading of Bulk Carriers (BLU Code) to include grain.
- Guidance on providing safe working conditions for securing of containers.
- Review of the Recommendations on the Safe Use of Pesticides in Ships.
- Application of requirements for dangerous goods in packaged form in the International Convention for the Safety of Life at Sea (SOLAS) and the 2000 High Speed Craft (HSC) Code.
- Guidance on protective clothing.
- Revision of the Code of Safe Practice for Ships Carrying Timber Deck Cargoes.
- Form and procedure for approval of the Cargo Securing Manual.

Members of the public may attend the meeting up to the seating capacity of the room. Interested persons may seek information by writing: Mr. R.C. Bornhorst, U.S. Coast Guard (CG-3PSO-3), Room 1210, 2100 Second Street, SW., Washington, DC 20593-0001 or by calling (202) 372-1426.

Dated: July 30, 2007.

Mark W. Skolnicki,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. E7-15335 Filed 8-6-07; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 5764]

Shipping Coordinating Committee; Notice of Meeting

The Subcommittee on Safety of Life at Sea of the Shipping Coordinating Committee (SHC) will conduct an open meeting at 9:30 a.m. on Monday, September 10, 2007 in Room 2415, at U.S. Coast Guard Headquarters, 2100 2nd Street, SW., Washington, DC 20593-0001. The primary purpose of this meeting will be to finalize preparations for the 83rd Session of the Maritime Safety Committee, and associated bodies of the International Maritime Organization (IMO), which is scheduled for 3-12 October, 2007 at Bella Center in Copenhagen, Denmark. At this meeting, papers received and the draft U.S. positions for the Maritime Safety Committee will be discussed. Items of principal interest on the agenda are:

- Adoption of amendments to the following international conventions and codes: International Convention for the Safety of Life at Sea (SOLAS) for Long Range Identification and Tracking (LRIT) of ships; the International Maritime Dangerous Goods (IMDG) Code; the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW); the Fire Safety Systems (FSS) Code; and the International Lifesaving Appliance (LSA) Code.
- Measures to enhance maritime security.
- Goal-based new ship construction standards.
- Formal safety assessment.
- Reports of nine related Subcommittees of the SHC: Stability, Load Lines and Fishing Vessel Safety; Dangerous Goods, Solid Cargoes and Containers; Training, Certification and Watchkeeping; Fire Protection; Radio Communications and Search and Rescue; Ship Design and Equipment; Flag State Implementation; Carriage of Bulk Liquids and Gases; and Safety of Navigation.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing to LCDR Kevin Ferrie, Commandant (CG-3PSE-1), U.S. Coast Guard Headquarters, 2100 2nd St., SW., Room 1218, Washington, DC 20593-0001 or by calling (202) 372-1357.

Dated: July 30, 2007.

Mark W. Skolnicki,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. E7-15333 Filed 8-6-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2006-25755]

Operating Limitations at New York LaGuardia Airport; Proposed Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed amendments and request for comments.

SUMMARY: The Federal Aviation Administration (FAA) has tentatively determined that it will be necessary to amend the December 12, 2006, order that places temporary limitations on flight operations at New York's LaGuardia Airport (LaGuardia).

FOR FURTHER INFORMATION CONTACT: Komal Jain, Regulations Division, Office of the Chief Counsel; Telephone: (202) 267-3073; E-mail: komal.jain@faa.gov.

SUPPLEMENTARY INFORMATION:

Proposed Amendments to Order

The Federal Aviation Administration (FAA) proposes to modify its December 12, 2006, order (the Order) that temporarily limits flight operations at New York's LaGuardia Airport (LaGuardia), pending its promulgation of a long-term regulation to manage congestion at the airport. We propose to (1) provide an approval process for Operating Authorization (OA) transfers for day-of carrier substitutions; (2) amend provisions affecting the 80 percent minimum-use requirement by adding a waiver for holiday periods and providing the Administrator greater discretion to suspend the requirement under certain conditions; and (3) provide a mechanism for withdrawal of OAs for FAA operational reasons. These proposed amendments would not affect unscheduled operations.

The FAA invites air carriers and other interested persons to submit written comments on this proposal by no later than September 6, 2007 in Docket FAA-2006-25755. We will give full consideration to comments received before we issue a final modification to the Order. You may send comments using any of the following methods:

DOT Docket Web Site: Go to <http://dms.dot.gov> and follow the instructions

for sending your comments electronically.

Mail: U.S. Department of Transportation, Docket Operations, M-30, Room W12-140, 1200 New Jersey Ave., SE., Washington, DC 20590.

Fax: (202) 493-2251.

Hand Delivery: West Building, Ground Floor, Room W12-140, U.S. Department of Transportation, 1200 New Jersey Ave., SE., Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays.

I. Background

Due to LaGuardia's limited runway capacity, the airport cannot accommodate the number of flights that airlines would like to operate without causing significant congestion. The FAA has long limited the number of arrivals and departures at LaGuardia during peak demand periods through the promulgation and implementation of the High Density Rule (HDR).¹ By statute enacted in April 2000, the HDR's applicability to LaGuardia operations terminated as of January 1, 2007.² On August 29, 2006, the FAA published a notice of proposed rulemaking (NPRM) in anticipation of the HDR's expiration (71 FR 51360). In the NPRM, the agency proposed another congestion management program for LaGuardia, which, among other things, proposed to continue to limit the number of scheduled and unscheduled operations at LaGuardia. Because the rulemaking was not completed before January 1, 2007, the FAA, after notice and comment, adopted interim operational limitations on LaGuardia flights through the Order (71 FR 77854; Dec. 27, 2006). Without the limits contained in the Order, the FAA projected that severe congestion-related delays would occur as a result of excessive demand at LaGuardia, leading to delays both at LaGuardia and at other airports throughout the National Airspace System (NAS).

When the FAA issued the Order, we (1) maintained hourly limits at 75 scheduled and six unscheduled operations at LaGuardia from 6 a.m. through 9:59 p.m., Eastern time, Monday through Friday, and from noon through 9:59 p.m., Eastern time on Sundays; (2) imposed an 80 percent minimum usage requirement for OAs; (3) provided for a lottery to reallocate withdrawn, surrendered or unallocated OAs; and (4) allowed for trades and

leases of OAs for consideration for the duration of the Order.

II. Proposed Amendments

The Order, which took effect on January 1, 2007, is a temporary measure while the FAA completes its final rule (Rule) to manage congestion at LaGuardia. The agency is in the process of reviewing comments received on the NPRM, but the review is not complete. Until the Rule becomes effective, we propose several amendments to the Order to improve the administration of the congestion management program at LaGuardia.

The FAA's authority to limit the number of flight operations at LaGuardia is an essential component of the FAA's statutory responsibilities. The FAA holds broad authority under 49 U.S.C. 40103(b) to regulate the use of the navigable airspace of the United States. This provision authorizes the FAA to develop plans and policy for the use of navigable airspace and, by order or rule, to regulate the use of the airspace as necessary to ensure its efficient use.

Secondary Market: Approval Process

Some air carriers with affiliated or regional carrier flights expressed concerns about the burden associated with obtaining prior approval from the FAA for OA transfers when making day-of carrier substitutions. Due to the around-the-clock nature of an airline's operations, and the real-time nature of operational logistics, it is not unusual for an air carrier to make day-of flight service substitutions from one carrier to another. The FAA recognizes that advance approval of an OA transfer is not always possible, in part because the FAA Slot Administration Office is not open 24 hours a day. Therefore, we propose to amend the Order to permit a transfer request to be submitted for FAA approval up to 72-hours after the actual operation. In order to support the request for the post-transfer approval, the FAA would require flight information, including flight number, origin, destination and scheduled time of operation.

The FAA is not prepared to eliminate entirely the requirement that we receive advance notice of OA transfers. The initial scheduling decisions are normally made with sufficient time to obtain the requisite approval, even in the case of common ownership and affiliated carriers. The FAA proposes to limit post-transaction approvals to unplanned, day-of operational schedule changes between commonly owned or affiliated carriers under the same marketing control, and we are seeking

¹ See 49 CFR part 93, subpart K.

² Aviation Investment and Reform Act for the 21st Century (AIR-21), Pub. L. 106-181 (April 5, 2000), 49 U.S.C. 41715(a)(2).