

applicant, publication of which could cause competitive harm to the United States firm concerned.

Sincerely,
Enclosure: Transmittal No. DTC 062-00.
Barbara Larkin,
Assistant Secretary, Legislative Affairs.

United States Department of State,

Washington, D.C. 20520.

June 21, 2000.

The Honorable J. Dennis Hastert, Speaker of the House of Representatives.

Dear Mr. Speaker: Pursuant to Section 36(d) of the Arms Export Control Act, I am transmitting herewith certification of a proposed manufacturing license agreement.

The transaction contained in the attached certification involves the export to France, of defense services for the design, development, production and support of the SPW 2000 Liquid Hydrogen/Liquid Oxygen Upperstage Rocket Engine.

The United States Government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the United States firm concerned.

Sincerely,
Enclosure: Transmittal No. DTC 63-00.
Barbara Larkin,
Assistant Secretary, Legislative Affairs.

[FR Doc. 00-17904 Filed 7-13-00; 8:45 am]

BILLING CODE 4710-25-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket OST-00-6833]

Fitness Determination of Northwest Seaplanes, Inc.

AGENCY: Office of the Secretary, DOT.

ACTION: Notice of order to show cause (Order 2000-7-10).

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding that Northwest Seaplanes, Inc., is fit, willing, and able, to conduct scheduled passenger operations as a commuter air carrier.

DATES: Persons wishing to file objections should do so no later than July 25, 2000.

ADDRESSES: Objections and answers to objections should be filed in the Docket OST-00-6833 and addressed to the Department of Transportation Dockets,

U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Kathy Lusby Cooperstein, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2337.

Dated: July 10, 2000.

A. Bradley Mims,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 00-17866 Filed 7-13-00; 8:45 am]

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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 ARAC.

FOR FURTHER INFORMATION CONTACT: Anthony F. Fazio, 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 Regulations and practices with 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:

The ARAC Executive Committee will establish a Fuel Tank Inerting Harmonization Working Group. The

Fuel Tank Inerting Harmonization Working Group will prepare a report to the FAA that provides recommended regulatory text for new rulemaking and the data needed for the FAA to evaluate the options for implementing new regulations that would require eliminating or significantly reducing the development of flammable vapors in fuel tanks on in-service, new production, and new type design transport category airplanes. The level of reduction in flammable vapors that would be proposed in this FAA rulemaking would be based on achieving the lowest flammability level that could be provided by a design that would meet FAA regulatory evaluation requirements. This effort is an extension of the previous work performed by the Fuel Tank Harmonization Working Group.

The report should contain a detailed discussion of the technical issues associated with the prevention of, or reduction in, the exposure of fuel tanks to a flammable environment through the use of the following inerting design methods, and any other inerting methods determined by the Working Group, or its individual members, to merit consideration.

Ground-Based Inerting: The system shall inert fuel tanks that are located near significant heat sources or do not cool at a rate equivalent to an unheated wing tank using ground based nitrogen gas supply equipment. The affected fuel tanks shall be inerted once the airplane reaches the gate and while the airplane is on the ground between flights.

On-Board Ground-Inerting: The system shall inert fuel tanks that are located near significant heat sources or are not cooled at a rate equivalent to an unheated wing tank using on-board nitrogen gas generating equipment. The affected fuel tanks shall be inerted while the airplane is on the ground between flights.

On-Board Inert Gas Generating System (OBIGGS): The system shall inert all fuel tanks with an on-board nitrogen gas generating system such that the tanks remain inert during normal ground and typical flight operations. Non-normal operations are not to be included in the OBIGGS mission requirements. For example, the tanks should remain inert during normal takeoff, climb, cruise, descent, landing, and ground operations (except for ground maintenance operations when the fuel tank must be purged for maintenance access); however, the fuel tanks do not need to remain inert during non-normal operations such as during an emergency descent.