

determinable impairment(s) and the conclusions regarding functioning which have been derived from the evidence, and must include a discussion of why reported daily activity limitations or restrictions are or are not reasonably consistent with the medical and other evidence.

In instances in which the adjudicator has observed the individual, the adjudicator is not free to accept or reject that individual's complaints solely on the basis of such personal observations. Rather, in all cases in which pain or other symptoms are alleged, the determination or decision rationale must contain a thorough discussion and analysis of the objective medical and the other evidence, including the individual's complaints of pain or other symptoms and the adjudicator's personal observations. The rationale must include a resolution of any inconsistencies in the evidence as a whole and set forth a logical explanation of the individual's ability to work or, in the case of an individual under age 18 claiming benefits based on disability under title XVI, the individual's ability to function independently, appropriately, and effectively in an age-appropriate manner.

EFFECTIVE DATE: The policy interpretation and procedures explained herein are effective October 31, 1995.

CROSS-REFERENCES: Program Operations Manual System, sections DI 24515.061, DI 24515.062, DI 24515.064, DI 25225.001 and DI 26516.015.

[FR Doc. 95-26930 Filed 10-30-95; 8:45 am]

BILLING CODE 4190-29-P

DEPARTMENT OF STATE

[PN 2276]

International Joint Commission; Notice of Public Hearing; Public Comment Invited on Canada-United States Air Quality Agreement

The International Joint Commission will hold public hearings on the Canada-United States Air Quality Agreement and its implementation.

Ottawa, Ontario

Tuesday, November 28th, 1995

Sessions begin at 9:00 a.m. and 2:00 p.m., Ottawa Congress Centre, Congress Hall G, 55 Colonel By Drive

Washington, DC

Tuesday, December 5, 1995

Sessions begin at 09:00 a.m. and 2:00 p.m., International Joint Commission, 1250 23rd Street, NW., Suite 100.

The Agreement on Air Quality was signed by both countries on March 13, 1991 to establish an effective way to address shared concerns about transboundary air pollution. With these hearings, the International Joint Commission invites public comment on progress made by Canada and the United States in reducing transboundary air pollution under the 1991 Agreement on Air Quality.

Interested persons may express their views orally or in writing. Hearing participants are requested to inform the Commission Secretaries of their intention to appear and provide a text of their remarks if possible. Alternatively, written submissions will be accepted until December 5th, 1995.

Please address enquiries and correspondence to one of the addresses below:

Secretary, United States Section,
International Joint Commission, 1250
23rd Street NW., Washington, DC
20440, Telephone: (202) 736-9000,
Fax: (202) 736-9015, Email:
bevacquaf@ijc.achilles.net

Secretary, Canadian Section,
International Joint Commission, 100
Metcalfe Street, Ottawa, ON K1P5M1,
Telephone: (613) 995-2984, Fax: (613)
993-5583, Email:
terrienm@ijc.achilles.net.

Dated: October 23, 1995.

David A. LaRoche,

Secretary, United States Section.

[FR Doc. 95-26931 Filed 10-30-95; 8:45 am]

BILLING CODE 4710-14-M

DEPARTMENT OF TRANSPORTATION

Aviation Proceedings; Agreements Filed During the Week Ending October 20, 1995

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-95-747

Date filed: October 19, 1995

Parties: Members of the International Air Transport Association

Subject: TC2 Reso/P 1804 dated September 19, 1995; Europe-Middle East Resolutions r-1 to r-29; Intended effective date: April 1, 1996

Docket Number: OST-95-748

Date filed: October 19, 1995

Parties: Members of the International Air Transport Association

Subject: TC3 Reso/P 0645 dated October 17, 1995; TC3 Expedited Resos (exc. US Territories) r-1 to r-39; Intended effective date: Expedited November 30/December 1, 1995

Docket Number: OST-95-749

Date filed: October 19, 1995

Parties: Members of the International Air Transport Association

Subject: TC23 Reso/P 0709 dated September 19, 1995; Europe-South Asian Subcontinent Resos r-1 to r-16; Intended effective date: January 1, 1996

Docket Number: OST-95-750

Date filed: October 19, 1995

Parties: Members of the International Air Transport Association

Subject: TC3 Reso/P 0646 dated October 17, 1995; Expedited TC3 Resos involving U.S. Territories 002bb (r-1) & 002cc (r-2); Intended effective date: expedited November 30, 1995

Paulette V. Twine,

Chief Documentary Services Division.

[FR Doc. 95-26934 Filed 10-30-95; 8:45 am]

BILLING CODE 4910-62-P

Office of the Secretary

Applications of LorAir, Ltd., for Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of order to show cause (Order 95-10-35) Dockets OST-95-290 and OST-95-702.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding LorAir, Ltd., fit, willing, and able, and awarding it certificates of public convenience and necessity to engage in interstate and foreign charter air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than November 15, 1995.

ADDRESSES: Objections and answers to objections should be filed in Dockets OST-95-290 and OST-95-702 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Carol A. Woods, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590, (202) 366-2340.

Dated: October 24, 1995.

Patrick V. Murphy,

Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-26933 Filed 10-30-95; 8:45 am]

BILLING CODE 4910-62-P

Clarification Concerning Examination of Foreign Air Carriers' Request for Expanded Economic Authority

AGENCY: Office of the Secretary, Department of Transportation.

SUMMARY: This notice clarifies the Department's licensing policy regarding requests for expanded economic authority from foreign air carriers whose government Civil Aviation Authority (CAA) safety oversight capability has been assessed by the Federal Aviation Administration as conditional (Category II) or unacceptable (Category III). This notice supplements information previously published by the FAA concerning FAA procedures for examining and monitoring foreign air carriers (57 Fed. Reg. 38342-43, August 24, 1992).

FOR FURTHER INFORMATION CONTACT: Donald H. Horn, Assistant General Counsel for International Law, Office of International Law, Office of the General Counsel, U.S. Department of Transportation, 400 7th Street S.W., Room 10105, Washington, DC 20591, (202) 366-2972.

SUPPLEMENTARY INFORMATION: In order to operate to the United States, foreign air carriers must receive authority from the Office of the Secretary (OST) and, if operating their own aircraft, (as opposed to wet leasing), operations specifications from the Federal Aviation Administration (FAA). Both OST and FAA are components of the Department of Transportation. OST looks to the FAA for determinations on matters involving aviation safety.

In order for a foreign air carrier to fly to the United States, its home country civil aviation authority must adhere to the aviation safety standards of the International Civil Aviation Organization (ICAO), the United Nation's technical agency for aviation. ICAO has established international standards for operational safety and continuing airworthiness. As fully described in an earlier Federal Register notice, 57 Fed. Reg. 38342, August 24, 1992, the Federal Aviation Administration (FAA) has developed a program for sending evaluation teams to the various countries to work cooperatively to assess their civil aviation safety oversight capabilities.

The FAA, with the cooperation of the host government, assesses countries

whose airlines have operating rights to or from the United States, or have requested such rights. The focus of the assessment is on a *government's* compliance with ICAO standards, rather than the individual air carriers licensed by that country. Accordingly, the FAA assessment does not necessarily reflect individual carriers' compliance with all relevant safety requirements. The FAA has assisted countries with less than acceptable ratings by providing technical expertise, assistance with inspections and training courses. The FAA has established three ratings for the status of these governments' civil aviation authorities at the time of the assessment: acceptable, conditional and unacceptable:

Category I, acceptable: The FAA's assessment found that the country's civil aviation authority licenses and oversees air carriers in accordance with ICAO aviation safety standards.

Category II, conditional: The FAA's assessment found that the country's civil aviation authority has areas of noncompliance with ICAO aviation safety standards. The FAA is negotiating actively with the authority to implement corrective measures. During these negotiations, the Department permits flights under existing authority to operate into the United States, and the FAA conducts heightened surveillance.

Category III, unacceptable: The FAA's assessment found that the country's civil aviation authority is not in compliance with ICAO standards for aviation safety oversight. Unacceptable ratings apply if the civil aviation authority has not developed and/or implemented laws or regulations in accordance with ICAO standards; if it lacks the flight operations capability to certify, oversee and enforce air carrier operations requirements; if it lacks the capability to certify, oversee and enforce air carrier aircraft maintenance requirements; and/or if it lacks appropriately trained inspector personnel required by ICAO standards. Carriers licensed by this government may not operate flights to the United States with their own aircraft. They may arrange to continue operating with aircraft wet leased from a duly authorized and properly supervised U.S. or foreign air carrier that is authorized to serve the United States with its own aircraft.

See e.g., 59 FR 46332-33, September 8, 1994.

A number of requests for new or expanded authority have been received by OST from foreign air carriers where their home civil aviation authority has been classified by FAA as Category II (conditional). In order to make clear our

licensing policy as concerns carriers of Category II countries, we are placing this notice in the Federal Register. All foreign air carriers are thus on notice that: Foreign air carriers from Category II countries are permitted to exercise authority in their OST licenses now being operated, and the Category II status will not preclude the renewal of authority to conduct existing services. However, no authority to conduct new services, or expanded operations, will be issued to such carriers by OST (unless operated using aircraft wet-leased from a duly authorized and properly supervised U.S. or foreign air carrier), until the home country's civil aviation authority has been reclassified by the FAA as Category I (acceptable).

Issued in Washington, D.C. on October 23, 1995.

Mark L. Gerchick,

Acting Assistant Secretary for Aviation and International Affairs, Department of Transportation.

[FR Doc. 95-26920 Filed 10-30-95; 8:45 am]

BILLING CODE 4910-62-P

Bureau of Transportation Statistics

Advisory Council on Transportation Statistics

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice of meeting.

SUMMARY: Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act (Public Law 72-363; 5 U.S.C. App. 2), notice is hereby given of the initial meeting of the Bureau of Transportation Statistics (BTS) Advisory Council on Transportation Statistics (ACTS) to be held Thursday, November 16, 1995, 9:00 to 3:00 pm. The meeting will take place at the U.S. Department of Transportation, 400 7th Street, SW, Washington, DC, in the Lloyd E. Fletcher Conference Room 10214, Nassif Building.

The Advisory Council, called for under Section 6007 of Public Law 102-240, Intermodal Surface Transportation Efficiency Act of 1991, December 18, 1991, and chartered on June 19, 1995, was created to advise the Director of BTS on transportation statistics and analyses, including whether or not the statistics and analysis disseminated by the Bureau are of high quality and are based upon the best available objective information.

The agenda for this meeting will include an overview of BTS, its mission, and progress to date; identification of next steps and direction to pursue; other items of interest; discussion and