

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying in the Commission's Public Reference Section, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of such filing also will be available for inspection and copying at the principal office of OCC. All submissions should refer to File No. SR-OCC-98-05 and should be submitted by August 31, 1998.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.⁵

Jonathan G. Katz,

Secretary.

[FR Doc. 98-21305 Filed 8-7-98; 8:45 am]

BILLING CODE 8010-01-M

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

AGENCY: Office of the United States Trade Representative.

ACTION: Notice that the September 24, 1998, meeting of the Advisory Committee for Trade Policy and Negotiations will be held from 10:00 a.m. to 2:00 p.m. The meeting will be closed to the public from 10:00 a.m. to 1:30 p.m. and open to the public from 1:30 p.m. to 2:00 p.m.

SUMMARY: The Advisory Committee for Trade Policy and Negotiation will hold a meeting on September 24, 1998 from 10:00 a.m. to 2:00 p.m. The meeting will be closed to the public from 10:00 a.m. to 1:30 p.m. The meeting will include a review and discussion of current issues

which influence U.S. trade policy. Pursuant to Section 2155(f)(2) of Title 19 of the United States Code, I have determined that this 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. The meeting will be open to the public and press from 1:30 p.m. to 2:00 p.m. when trade policy issues will be discussed. Attendance during this part of the meeting is for observation only. Individuals who are not members of the committee will not be invited to comment.

DATES: The meeting is scheduled for September 24, 1998, unless otherwise notified.

ADDRESSES: The meeting will be held at the Office of the U.S. Trade Representative in Conference Room 2, located at 1724 F Street, Washington, DC, unless otherwise notified.

FOR FURTHER INFORMATION CONTACT: Bill Daley, Office of the United States Trade Representative, (202) 395-6120. **Charlene Barshefsky,** *United States Trade Representative.*

[FR Doc. 98-21307 Filed 8-7-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
**Aircraft Flight Recorder and Cockpit
Voice Recorder**

AGENCY: Federal Aviation Administration.

ACTION: Cancellation of Technical Standard Order (TSO) C123 and C124.

SUMMARY: This is a confirmation notice of cancellation of TSO-C123, Cockpit Voice Recorder System, and TSO-C124, Flight Data Recorder Systems. TSO-C123, prescribed the minimum performance standards for cockpit voice recorders that were required to be identified with marking "TSO-C123." TSO-C124 prescribed the minimum performance standards for flight data recorder systems that were required to be identified with marking "TSO-C124." This cancellation will ensure that future cockpit voice recorder systems and flight data recorder designs are produced under TSO-C123a, Cockpit Voice Recorder System, and

TSO-C124a, Flight Data Recorder Systems, respectively.

EFFECTIVE DATE: August 2, 1998.

FOR FURTHER INFORMATION CONTACT: Mrs. Michelle Swearingen, Avionics Systems Branch, AIR-130, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, FAX No. (202) 267-5340.

SUPPLEMENTARY INFORMATION:
Background

On September 26, 1996, the Federal Aviation Administration (FAA) published in the **Federal Register** a Notice, Volume 61, Page 50531, that canceled TSO-C123, Cockpit Voice Recorder Systems, and TSO-C124, Flight Data Recorder Systems and requested comments on the cancellations. TSO-C123 prescribed the minimum performance standards for cockpit voice recorders that were required to be identified with marking "TSO-C123." TSO-C124 prescribed the minimum performance standards for flight data recorder systems that were required to be identified with marking "TSO-C124." The cancellation will ensure that future cockpit voice recorder systems and flight data recorder designs are produced under TSO-C123a, Cockpit Voice Recorder System, dated 08/2/96, and TSO-C124a, Flight Data Recorder Systems, dated 08/1/96, respectively.

The National Transportation Safety Board reported that seven flight recorder media destroyed by postimpact fire in six accidents prompted concern about the adequacy of the performance standards for flight recorders. Minimum performance standards for impact and fire protection are outlined in four Technical Standard Orders (TSOs): TSO-C84 and TSO-C123 addressed CVRs, and TSO-C51a and TSO-C124 addressed FDRs. TSO-C84 and TSO-C51a were canceled May 18, 1996.

The FAA Technical Center released a report on its study of flight recorder fire test requirements. The study determined that the high intensity, 30-minute fire test specified in the European Organisation for Civil Aviation Equipment (EUROCAE), ED-56A, "Minimum Operational Requirements for Cockpit Voice Recorder System," and European Organisation for Civil Aviation Electronics (EUROCAE), ED-55, "Minimum Operational Specification for Flight Data Recorder Systems," (and TSO-C124) is not as severe as a 30-minute jet fuel pool fire that the test is intended to replicate. The Technical Center found that doubling

⁵ 17 CFR 200.30-3(a)(12).

the exposure time from 30 to 60 minutes on the fire test produced a total heat that is equivalent to the heat experienced in a 30-minute postimpact jet fuel pool fire. The study also determined that flight records meeting the 10-hour low-intensity fire test conditions described in ED-36A would survive postimpact smoldering fires involving natural materials.

The Safety Board recommended that the FAA should revise TSO-C123 and TSO-C124 to reflect the findings of the FAA fire test study by (a) incorporating the long-term, low-intensity fire test requirements described in ED-56A, and (b) incorporating the high-intensity fire test requirements described in ED-55, and ED-56A, with the exception of extending the duration of the high-intensity fire test from 30 minutes, as specified in the EUROCAE documents, to 60 minutes. To improve the fire requirements for flight recorder certification and to upgrade the standards in the TSOs, the Board recommended that the FAA cancel the original TSO-C123 and TSO-C124 within 2 years after issuing the revised versions.

The FAA received two comments in response to the Federal Register Notice canceling TSO-C123 and TSO-C124. The first commenter, Allied Signal Inc., expressed concern that canceling the TSOs would affect the approval status of ancillary equipment used with the recorders and produced under the canceled TSOs. The ancillary equipment approved under TSO-C123 and TSO-C124 meets the functional and environmental requirements of the TSOs, but it is not subject to the same crash protection requirements intended to preserve the recording medium. Accordingly, the subject ancillary equipment, i.e., associated control panels, microphones, speakers, underwater locators, etc., can continue to be approved and manufactured under TSO-C123 and TSO-C124 authorizations as long as the applicable requirements of 14 CFR Part 21 are met. Major design changes of this ancillary equipment will be approved under the latest TSOs. After the effective date of this cancellation, applicants for design approval of the primary recorders (black boxes) must comply with TSO-C123a and TSO-C124a.

The second commenter, the Air Transportation Association (ATA), expressed concern that canceling the TSOs would require a supplemental type certificate or amended type certificate to retrofit equipment approved under the new TSOs. ATA feels that this additional certification activity would be particularly onerous

for aircraft that are out of production. ATA suggests amending the language of the TSO to include the following statements:

The intent of this TSO is to increase the recorder survivability over those manufactured under previous TSOs (C84, C123, C51a, or C124, as applicable) and is not meant to require further aircraft certification efforts. Units built to this new TSO can directly replace those built to the previous TSO(s) in certified installations without further certification activity.

ATA is correct in its assertions that the intent of these TSOs is to increase recorder survivability, and it is not the FAA's intent to require STCs or amended type certificates to retrofit equipment produced under the new TSOs. Advisory Circular 20-41A, Substitute Technical Standard Order (TSO) Equipment, provides an acceptable means of compliance with the rules governing aircraft equipment installation in cases involving the substitution and installation of functionally similar TSO approved equipment. If it is determined that the equipment is a line replaceable unit, one that is similar in form, fit, and function and does not affect the aircraft's flight characteristics or flight controls, the substitution of that equipment will not require a supplemental or amended type certificate for installation. However, a grant of TSO approval is not a tacit grant of installation approval. The applicable requirements of 14 CFR Part 21, and of 14 CFR Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, must still be met.

Based on the finding of the NTSB and the FAA Technical Center study, TSO-C123 and TSO-C124 are canceled August 2, 1998. TSO-C123a, Cockpit Voice Recorder Systems, and TSO-C124a, Flight Data Recorder Systems were issued 8/2/96 and 8/1/96, respectively. TSO-C123a and TSO-C124a incorporate the long-term, low-intensity fire test requirement, and the high-intensity fire test requirements, with the exception of extending the duration of the high-intensity fire test from 30 minutes to 60 minutes, as specified in the EUROCAE documents.

Issued in Washington, DC, on July 31, 1998.

James C. Jones,

*Manager, Aircraft Engineering Division,
Aircraft Certification Service.*

[FR Doc. 98-21300 Filed 8-7-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement to Support Biomechanical Research

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of discretionary cooperative agreement to support biomechanical research.

SUMMARY: This notice announces a discretionary cooperative agreement program to support research studies to evaluate the biomechanical response of human surrogates to impact, and solicits applications for projects under this program.

DATE: Applications must be received on or before September 30, 1998.

ADDRESS: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 Seventh Street, S.W., Room 5301, Washington, D.C. 20590, USA. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. NRD-01-8-07346. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement, at (202) 366-9557. Programmatic questions relating to this cooperative agreement program should be directed to Emily A. Sun, National Transportation Biomechanics Research Center (NRD-51), 400 Seventh Street, S.W., Room 6221E, Washington, D.C. 20590, USA, at (202) 366-4722.

SUPPLEMENTARY INFORMATION:

Background and Objectives

The National Highway Traffic Safety Administration (NHTSA) is responsible for devising strategies to save lives and reduce injuries from motor vehicle crashes. The purpose of this cooperative agreement program is to promote the improvement of traffic safety for the public through the support of research studies designed to evaluate the biomechanical response of human surrogates to impact, as a means of expanding the base of scientific knowledge in this field and to provide for the coordinated exchange of scientific information collected as a result of the studies conducted.