

With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 13, 1997.

Janice L. Peters,

Designated Official.

[FR Doc. 97-6931 Filed 3-18-97; 8:45 am]

BILLING CODE 4810-13-M

Situational Awareness for Safety (SAS) System Requirements Team (SRT) Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The Federal Aviation Administration is working toward the rapid implementation of advanced avionics using Automatic Dependent Surveillance-Broadcast (ADS-B). The Agency currently has an ADS-B Avionics Management Plan in development. The purpose of the Plan is to focus Agency action on the process leading to implementation of selected initial air-to-air ADS-B applications. The FAA is planning to hold a meeting to reach public consensus on initial ADS-B applications, identify the time frames necessary to develop and operationally approve these applications, and establish funding requirements.

DATES: The meeting will be held May 7, 1997 from 1:00 p.m. to 5:00 p.m. and May 8, 1997 from 8:00 a.m. until 4:00 p.m.

ADDRESS: The meeting will be held at the Arlington Hilton Hotel, 950 Stafford Street, Arlington, VA 22203.

FOR FURTHER INFORMATION CONTACT: Mr. Mark Cato, Crown Communications, Inc., 1133 21st Street NW, Suite 300, Washington, DC 20036; telephone (202) 785-2600, extension 3020.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. II), notice is hereby given of a meeting to reach industry and government consensus on a process that will result in near-term implementation of selected ADS-B applications for oceanic, en route, and terminal airspace, as well as airport surface operations.

This SAS-SRT is the third in a series of public meetings to facilitate the introduction of advanced avionics promoting situational awareness and enhanced aviation safety. The scope of this third meeting is focused on ADS-B and the implementation of initial ADS-B operational applications.

The Arlington Hilton Hotel is located at the Ballston Metro Station on the Orange Line. A block of 50 rooms has been reserved. For reservations, contact the hotel at 703-528-6000 and ask for the "FAA SAS-SRT" group rate. Reservations must be made by April 30, 1997.

Attendance is open to the interested public, but may be limited to the space available. An agenda and background material will be available on the Internet at <http://sas-srt.crown.com> after April 2, 1997. Request for hard copies should be submitted to Crown Communications. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the meeting coordinator listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on March 13, 1997.

James I. McDaniel,

Program Manager, Situational Awareness for Safety.

[FR Doc. 97-6932 Filed 3-18-97; 8:45 am]

BILLING CODE 4810-13-M

Flight Service Station at Marysville, California, Notice of Closure

Notice is hereby given that on March 14, 1997, the Flight Service Station at Marysville, California will close. Services to the general aviation public of Marysville, formerly provided by this facility, will be provided by the Automated Flight Service Station (AFSS) in Rancho Murieta, California. This information will be reflected in the next issue of the FAA Organization Statement.

(Sec. 313(a), 72 Stat. 752, 49 U.S.C. 1354)

Issued in Lawndale, California, on March 11, 1997.

William C. Withycombe,

Regional Administrator, Western-Pacific Region.

[FR Doc. 97-6935 Filed 3-18-97; 8:45 am]

BILLING CODE 4810-13-M

Maritime Administration

[Docket S-943]

Lykes Bros. Steamship Co., Inc.; Notice of Application for Written Permission Pursuant to Section 805(a) of the Merchant Marine Act, 1936, as Amended

Lykes Bros. Steamship Co., Inc. (Lykes), by letter of March 14, 1997, requests written permission pursuant to section 805(a) of the Merchant Marine Act, 1936, as amended (Act), and Lykes' Operating-Differential Subsidy Agreement (ODSA), Contract MA/MSB-451 to become affiliated after the confirmation of its Chapter 11 plan of reorganization (Reorganization Plan), when it will emerge from Chapter 11 as a reorganized entity (Reorganized Lykes), with American Steamship Company (American). Lykes' operating-differential subsidy (ODS) is effective through December 31, 1997, for seven vessels. American is a vessel operator in the U.S. Great Lakes trade and is the sole owner of the following single-vessel ship holding companies:

Bell Steamship Company, Inc.
Armstrong Steamship Company, Inc.
Franklin Steamship Company, Inc.
Fulton Steamship Company, Inc.
Edison Steamship Company, Inc.
Whitney Steamship Company, Inc.
Lawrence Steamship Company, Inc.
Morse Steamship Company, Inc.
Cooper Steamship Company, Inc.
Goodyear Steamship Company, Inc.

American and these 10 companies own 11 vessels which operate on the Great Lakes as follows:

M/V Indiana Harbor
M/V Walter J. McCarthy, Jr.
M/V St. Clair
M/V American Mariner
M/V H. Lee Wilson
M/V Charles E. Wilson
M/V Adam E. Cornelius
M/V American Republic
M/V Buffalo
M/V Sam Laud
STR John J. Boland

The issue of section 805(a) permission arises from a reorganization of Lykes being administered by the United States Bankruptcy Court for the Middle District of Florida, Tampa Division. As part of that reorganization, Lykes will become a subsidiary of one of its creditors, Blue Water Associates, L.P. (Blue Water), which when restructured at the time of the closing, will itself become a subsidiary of GATX Capital Corporation. GATX Capital Corporation is in turn owned by GATX Corporation, which owns 100 percent of the stock of American. Because of these ownership

arrangements, Reorganized Lykes and American may become "affiliates" as that term is used in section 805(a) by virtue of their ownership by a common ultimate parent company.

Lykes indicates that although section 805(a) requires written permission from the Secretary before ODS may be paid to a contractor affiliated with a domestic operator, that section also includes a "grandfather" exception that modifies the permission requirement:

Provided, that if such contractor or other person above-described or a predecessor in interest was in bona-fide operation as a common carrier by water in the domestic, intercoastal, or coastwise trade in 1935 over the route or routes or in the trade or trades for which application is made and has so operated since that time or if engaged in furnishing seasonal service only, was in bona-fide operation in 1935 during the season ordinarily covered by its operations, except in either event, as to interruptions of service over which the applicant or its predecessor in interest had no control, the Secretary of Transportation shall grant such permission without requiring further proof that public interest and convenience will be served by such operation, and without further proceedings as to the competition in such route or trade. (Emphasis added)

American was founded in 1907 as a vessel owning company. The partnership of Boland and Cornelius acted as vessel manager for the American vessels. American has owned vessels in continuous seasonal service in the Great Lakes trade from 1907 until the present. In 1966, American was merged with Oswego Shipping Corporation to form Oswego Steamship Company. The name of Oswego Steamship Company was then immediately changed to American. No change in operations or customer relationships occurred at that time. Since 1966, American has taken over from Boland and Cornelius the vessel management tasks originally performed by Boland and Cornelius. Boland and Cornelius continues to exist as a separate company wholly owned by American, but its remaining functions are largely as a payroll and retirement fund administrator.

Lykes contends that as the foregoing demonstrates, American, with which Reorganized Lykes may become affiliated as a result of the Reorganization Plan in the bankruptcy case, has engaged in continuous seasonal domestic operations in the Great Lakes trade since 1907, and the transaction is thus covered by the

grandfather exception to section 805(a). Accordingly, Lykes believes that Secretary must grant this request for permission without further proceedings.

Lykes concludes that because the application of the "grandfather" exemption precludes review by the Secretary of competition and public interest issues, there is no requirement for a hearing (because only competitors have standing to challenge requests), and publication of notice of this request can and must be waived pursuant to 46 C.F.R. 380.5 and the final sentence of the first paragraph of section 805(a).

Lykes contends that this permission request is subject to the grandfather exemption and therefore must be granted without further analysis of competition or public interest issues. In the interest of completeness, however, Lykes addresses the substantive issues that would be considered in the absence of the applicable exemption. According to Lykes, pursuant to 46 C.F.R. 380.4(6), the substantive issues to be addressed by the Secretary in considering a section 805(a) permission request are (i) whether the proposed operations would result in unfair competition to parties operating exclusively in the coastwise or intercoastal trades and (ii) whether such operations would be contrary to the objections and policies of the Act.

According to Lykes, the "affiliation" giving rise to this request for permission will be created as part of a restructuring under the supervision of the United States Bankruptcy Court. Lykes states that the operational facts of this situation should be distinguished from the more common section 805(a) situation in which an ODS contractor wishes to directly or indirectly establish a domestic service. Here the domestic service at issue has been provided for some ninety years by a company that until now has had no affiliation whatever with the ODS contractor, and the circumstances giving rise to the need for section 805(a) permission will have absolutely no impact on the way in which that domestic service is provided.

Lykes and American currently have no operational relationship whatsoever. The situation will continue after approval of the Reorganization Plan and acquisition of ownership of Lykes by Blue Water. Reorganized Lykes will continue as the ODS contractor, and American will not be involved in any way in Reorganized Lykes' operations. Reorganized Lykes and American will have separate management, separate books, and separate operational staff, and will provide geographically separate services. The only relationship between the companies will be that they

will have common ultimate parent. In the case of Reorganized Lykes, that ultimate parent (GATX Corporation) is three companies "upstream" in the corporate ownership hierarchy. According to Lykes, no subsidy paid to Reorganized Lykes will be diverted directly or indirectly to American, nothing in American's finances or operations will change as a result of the reorganization and there will be no impact on any competitor.

Lykes states that the objects and policies of the Act include maintenance of a U.S.-flag merchant marine manned by U.S. personnel and maintenance of a fleet capable of serving as a naval and military auxiliary in times of national emergency. Lykes believes the creation of the affiliation here involved will not contradict any of the objects or policies of the Act. Lykes contends that to the contrary, grant of the requested permission will allow Lykes' Reorganization Plan to move forward, thus preserving U.S.-flag service in the U.S. foreign commerce and preserving jobs for U.S. seamen that would otherwise be lost. According to Lykes, approval will also allow Reorganized Lykes to make its vessels available to the military under the Maritime Security Act and VISA programs. Lykes concludes that failure to grant the permission, on the other hand, would undermine the reorganization being overseen by the Bankruptcy Court and would result in the loss of U.S.-flag vessels and the jobs of a number of U.S. seamen. Lykes emphasizes that in light of these realities, the objects and policies of the Act clearly require that the permission request be granted.

For the foregoing reasons, and in light of the degree of separation between Reorganized Lykes and American and the short remaining term of Lykes' ODS contract, Lykes requests that the Secretary issue written permission pursuant to section 805(a) for Reorganized Lykes to become affiliated with American. Because this permission is an integral part of the Reorganization Plan under consideration by the Bankruptcy Court, Lykes respectfully requests that its application be given the most expeditious possible consideration and that written permission be granted no later than March 28, 1997.

The application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm or corporation having any interest (within the meaning of section 805(a)) in Lykes' request and desiring to submit comments concerning the request must by 5:00 PM on March 25, 1997, file written comments in triplicate with the Secretary, Maritime Administration,

together with petition for leave to intervene. The petition shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief.

If no petition for leave to intervene is received within the specified time or if it is determined that petitions filed do not demonstrate sufficient interest to warrant a hearing, the Maritime Administration will take such actions as may be deemed appropriate.

In the event petitions regarding the relevant section 805(a) issues are received from parties with standing to be heard, a hearing will be held, the purpose of which will be to receive evidence under section 805(a) relative to whether the proposed operations (a) could result in unfair competition to any person, firm, or corporation operating exclusively in the coastwise or intercoastal service, or (b) would be prejudicial to the objects and policy of the Act relative to domestic trade operations.

(Catalog of Federal Domestic Assistance Program No. 20.805 (Operating-Differential Subsidy).)

By Order of the Maritime Administrator.
Dated: March 17, 1997.

Edmund T. Sommer, Jr.,

Acting Secretary.

[FR Doc. 97-7073 Filed 3-18-97; 8:45 am]

BILLING CODE 9410-81-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

March 10, 1997.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, N.W., Washington, DC 20220.

U.S. Customs Service (CUS)

OMB Number: 1515-0109.

Form Number: None.

Type of Review: Extension.

Title: Proof of the Use for Rates of Duty Dependent on Actual Use.

Description: The Proof of the Use for Rates of Duty Dependent on Actual Use

declaration is needed to ensure Customs control over merchandise which is duty free. The declaration shows proof of use and must be submitted within 3 years of the date of entry or withdrawal for consumption.

Respondents: Business or other for-profit, individuals or households, not-for-profit institutions.

Estimated Number of Respondents/Recordkeepers: 700.

Estimated Burden Hours Per Respondent/Recordkeeper: 20 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting/Recordkeeping Burden: 4,025 hours.

Clearance Officer: J. Edgar Nichols (202) 927-1426, U.S. Customs Service, Printing and Records Management Branch, Room 6216, 1301 Constitution Avenue, N.W., Washington, DC 20229.

OMB Reviewer: Alexander T. Hunt (202) 395-7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

Dale A. Morgan,

Departmental Reports Management Officer.
[FR Doc. 97-6855 Filed 3-18-97; 8:45 am]

BILLING CODE 4820-02-P

Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service

AGENCY: Department Offices, Treasury.

ACTION: Notice of meeting.

SUMMARY: This notice announces the date and time for the next meeting and the agenda for consideration by the Committee.

DATES: The next meeting of the Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service will be held on Friday, April 4, 1997 at 8:30 a.m. at the Rio Rico Resort and Country Club, 1069 Camina Caralampi, Rio Rico, Arizona 85648 (Nogales area), Tel.: (520) 281-1901, 1-800-288-4746. The duration of the meeting will be approximately four hours. The precise meeting room can be ascertained at the Hotel the day of the meeting.

FOR FURTHER INFORMATION CONTACT: Dennis M. O'Connell, Director, Office of Tariff and Trade Affairs, Office of the Under Secretary (Enforcement), Room 4004, Department of the Treasury, 1500 Pennsylvania Avenue, N.W., Washington, D.C. 20220. Tel.: (202) 622-0220.

SUPPLEMENTARY INFORMATION: At the April 4, 1997 session, the regular quarterly meeting of the Advisory Committee, the Committee is expected

to consider the agenda items listed below. The agenda may be modified prior to the meeting.

1. Review of issues and 1997 priorities facing Mexican Customs. The Honorable Lic. Luis Manuel Guierrez Levy, Administrator General of Customs, Ministry of Finance and Public Credit, Republic of Mexico.

2. Review of international efforts to establish model best practices for national customs services.

3. The International Trade Data System: Where does it stand?

4. Review of progress in international forums to harmonize customs procedures. The meeting is open to the public; however, participation in the Committee's deliberations is limited to Committee members and Customs and Treasury Department staff. A person other than an Advisory Committee member who wishes to attend the meeting, should give advance notice by contacting Theresa Manning at (202) 622-0220 no later than March 28, 1997.

Dated: March 14, 1997.

Dennis M. O'Connell,

*Acting Deputy Assistant Secretary
(Regulatory, Tariff and Trade Enforcement).*
[FR Doc. 97-6936 Filed 3-18-97; 8:45 am]

BILLING CODE 4810-25-M

Office of Thrift Supervision

[AC-5; OTS Nos. H-2666 and 2311]

Heartland Community Bank, Camden, Arkansas; Approval of Conversion Application

Notice is hereby given that on March 11, 1997, the Director, Corporate Activities, Office of Thrift Supervision, or her designee, acting pursuant to delegated authority, approved the application of Heartland Community Bank, Camden, Arkansas, to convert to the stock form of organization. Copies of the application are available for inspection at the Dissemination Branch, Office of Thrift Supervision, 1700 G Street, N.W., Washington, D.C. 20552, and the Midwest Regional Office, Office of Thrift Supervision, 122 W. John Carpenter Freeway, Suite 600, Irving, Texas 75039-2010.

Dated: March 13, 1997.

By the Office of Thrift Supervision.

Nadine Y. Washington,

Corporate Secretary.

[FR Doc. 97-6854 Filed 3-18-97; 8:45 am]

BILLING CODE 6720-01-M