

assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on April 1, 1997.

Louis C. Cusimano,

Assistant Executive Director for General Aviation Operations, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-9151 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc., Special Committee 191, Collaborative Decisionmaking and Near-Term Procedures

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the Special Committee 191 meeting to be held April 22, 1997, starting at 9 a.m. This new special committee is being established to provide a forum to address specific near-term Task Force 3—Free Flight implementation recommendations. The initial focus is on capabilities and improvements to the ground-to-ground interface between the Federal Aviation Administration and users. Subsequently, other recommendations addressing ground delay program enhancements, pre-flight collaborative re-routing, and the information exchange/data integration to support them will be discussed. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW, Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Approval of Proposed Meeting Agenda; (3) Terms of Reference Review/Approval; (4) Presentations; (5) Other Business; (6) Set Agenda for Next Meeting; (7) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. 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, NW., 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 April 2, 1997.

Janice L. Peters,

Designated Official.

[FR Doc. 97-9144 Filed 4-8-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application (#97-02-C-00-DRO) to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Durango-La Plata County Airport, Submitted by the Durango-La Plata County Airport, Durango, Colorado

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Durango-La Plata County Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 9, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Ron Dent, A.A.E., Director of Aviation, at the following address: Durango-La Plata County Airport, 1000 Airport Road, Durango, CO 81301.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Durango-La Plata County Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 342-1258; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 68th Avenue, Suite 224; Denver, CO 80249-6361. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#97-02-C-00-DRO) to impose and use PFC revenue at Durango-La Plata County Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On April 2, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Durango-La Plata County Airport, Durango, Colorado, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 1, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1997.

Proposed charge expiration date: February 1, 2000.

Total requested for use approval: \$606,983.00.

Brief description of proposed project: Relocate County Road 309A; Grading and drainage for extension taxiway "A"; Rehabilitation and widening of existing taxiway "A"; Paving and lighting of taxiway extension; Snow removal equipment.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Durango-La Plata County Airport.

Issued in Renton, Washington, on April 2, 1997.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 97-9126 Filed 4-8-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Youngstown-Warren Regional Airport, Vienna, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the

application to impose and use the revenue from a PFC at Youngstown-Warren Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). **DATES:** Comments must be received on or before May 9, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration,
Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas P. Nolan, Director of Aviation of the Youngstown-Warren Regional Airport, Western Reserve Port Authority at the following address:

Youngstown-Warren Regional Airport, 1453 Youngstown-Kingsville Road, NE, Vienna, Ohio 44473-9797.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Western Reserve Port Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Robert L. Conrad, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7295). The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Youngstown-Warren Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 7, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by Western Reserve Port Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 6, 1997.

The following is a brief overview of the application.

PFC Application No.: 97-02-C-00-YNG.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: April 1, 1997.

Proposed charge expiration date: March 1, 2002.

Total estimated PFC revenue: \$734,078.00.

Brief description of proposed project(s): Terminal Area Access Road & Rehabilitation & Signage; Airline Terminal Roof Reconstruction; Americans with Disabilities Act (ADA) Improvements; Snow Removal Equipment; Prepare Passenger Facility Charge Application. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice, and other documents germane to the application in person at the Airport Managers Office, Youngstown-Warren Regional Airport.

Issued in Des Plaines, IL, on April 2, 1997.

Irene R. Porter,

Acting Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 97-9128 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket S-944]

Lykes Bros. Steamship Co., Inc.; Notice of Additional 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 April 4, 1997, requests further written permission, in addition to its March 14, 1997, request published on March 19, 1997 (62 FR 13209-11), and its March 20, 1997 request published on March 25, 1997 (62 FR 14183), 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. The April 4, 1997 letter requests permission for Lykes 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 Gilman Financial Services Inc. (Gilman) through Gilman's wholly owned subsidiary GFS Second Transportation Leasing, Inc.

(GFST). Reorganized Lykes will be 50% owned by GFST. Lykes' operating-differential subsidy (ODS) is effective through December 31, 1997, for seven vessels. The additional request involves another wholly owned Gilman subsidiary, GFS Third Transportation Leasing, Inc., which is the Owner Participant in a trust agreement under which Fleet Bank is the Owner Trustee and documented owner of the vessel SEA-LAND NAVIGATOR, which is bareboat chartered to and operated by Sea-Land Service, Inc. (Sea-Land). The SEA-LAND NAVIGATOR, which was built with construction-differential subsidy, operates in a mixed domestic/foreign trade, and carries cargo between the United States Pacific Coast and Hawaii.

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 believes 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. While Gilman, through GFS Third Transportation Leasing, Inc., indirectly holds a beneficial interest in the SEA-LAND NAVIGATOR, that vessel is bareboat chartered to and operated by Sea-Land. Lykes states that Reorganized Lykes, as the ODS contractor, has absolutely no affiliation with Sea-Land. According to Lykes, nothing in the affiliation of Reorganized Lykes and Gilman (and its subsidiaries) created by the reorganization will have any effect on the operation or competitive status of the SEA-LAND NAVIGATOR, and there will be no impact on any competitor of that vessel. Lykes indicates that neither it nor Reorganized Lykes plans to operate in the trade in which the SEA-LAND NAVIGATOR sails.

For the foregoing reasons, and in light of the complete operational separation between Reorganized Lykes and the operator of the vessel in which Gilman indirectly holds a beneficial interest 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 Gilman and its subsidiaries. Lykes states that grant of the requested permission will facilitate the consummation of the Reorganization Plan and accordingly preserve U.S.-flag service and the employment of U.S. seamen. Lykes respectfully requests that its application be given the most expeditious possible consideration.