

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]

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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]

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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