input and feedback. The first two, held in March in Seattle, were used to obtain the stakeholder concerns about the hazards in the waterway, as well as to identify potential additional measures. This information was used by the Expert Panel (held in Seattle in April) and Volpe to augment both expert judgment and data in their analysis. This session will be used to gather feedback on the outcome of the study (in addition to the docket as described above) and to start to develop a refined picture of what additional steps should be evaluated as the process moves forward.

The current workshops will allow the Coast Guard to present the outcome of the study, and gather stakeholder comments on the outcome. These comments will be presented to the Secretary along with the Additional Hazards Study.

Dated: May 29, 1997.

Howard L. Hime,

Acting Director, Standards, U.S. Coast Guard.

[FR Doc. 97–14737 Filed 6–4–97; 8:45 am]

BILLING CODE 4910–14–U

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD8–97–014]

Lower Mississippi River Waterway Safety Advisory Committee

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Lower Mississippi River Waterway Safety Advisory Committee will meet to discuss various navigation safety matters affecting the Lower Mississippi River area. The meeting will be open to the public.

DATES: The meeting will be held from 1 p.m. to approximately 3 p.m. on Wednesday, June 25, 1997.

ADDRESSES: The meeting will be held in the basement FGSA conference room of the Hale Boggs Federal Building, 501 Magazine Street, New Orleans, Louisiana.

FOR FURTHER INFORMATION CONTACT: Mr. Monty Ledet, USCG, Administrator, Lower Mississippi River Waterway Safety Advisory Committee, c/o Commander, Eighth Coast Guard District (m), Room 1341, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130–3396, telephone (504) 589–4686.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 §1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting. The agenda for the meeting consists of the following items:.

(1) Approval of the minutes from the December 17, 1996 full Committee meeting.

(2) Subcommittee Reports.

(3) New Business.

(4) Adjournment.

INFORMATION ON SERVICES FOR INDIVIDUALS WITH DISABILITIES: For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the Executive Director, Captain J. Calhoun, Chief of Marine Safety Division, Eighth Coast Guard District as soon as possible.

Dated: May 2, 1997.

T.W. Josiah

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 97–14738 Filed 6–4–97; 8:45 am]

BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[#97–03–C–00–GJT]

Intent to Rule on Applicaiton to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Walker Field Airport, Submitted by the Walker Field Airport Authority, Grand Junction, 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 Walker Field 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 July 7, 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 Ms. Corinne Nystrom, Airport Manager, at the following address: Walker Field Airport Authority, 2828 Walker Field Drive, Grand Junction, CO 81506.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Walker Field 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 (#97–03–C–00–GJT) to impose and use PFC revenue at Walker Field Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 28, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Walker Field Airport Authority, Grand Junction, 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 August 27, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: $3.00

Proposed charge effective date: September 1, 1997

Proposed charge expiration date: March 1, 2004

Total requested for use approval: $2,157,000

Brief description of proposed project: Rehabilitation of Taxiway C; Aircraft rescue and firefighting (ARFF) /Snow removal equipment (SRE) building; SRE—multi use snow plow/broom.

Class or classes of air carriers which the public agency has requested are not 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 S.W., 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 Walker Field Airport.

Issued in Renton, Washington on May 28, 1997.

David A. Field,

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

[FR Doc. 97–14656 Filed 6–4–97; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–501 (Sub–No. 1X)]

Longhorn Railway Company et al.; Discontinuance Exemption; in Burnet County, TX

On May 15, 1997, Longhorn Railway Company (Longhorn) filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to discontinue service over approximately a .25-mile segment of the Burnet City track owned by the City of Austin, TX, extending between Polk Street and the end of the line at Washington Street in Burnet, which traverses through U.S. Postal Zip Code 78611. Longhorn has indicated that the only station to be affected by the proposed discontinuance of service is Burnet, TX.

The line does not contain federally granted rights-of-way. Any documentation in Longhorn's possession will be made available promptly to those requesting it. The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Company—Abandonment—Goshen,* 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). In a prior decision, Longhorn was specifically directed to address the exemption criteria of 49 U.S.C. 10502(b) if it filed a petition for discontinuance of service exemption. See *Longhorn Railway Company—Discontinuance Exemption—In Burnet, TX,* STB Finance Docket No. AB–501X(STB served Apr. 1, 1997) (*Longhorn*). Because the instant petition fails to include a discussion of the exemption criteria, Longhorn is directed to submit a supplemental filing addressing the exemption criteria within 10 days of the service of this decision. Failure to do so will result in termination of this exemption proceeding. Assuming we receive the supplemental information, a final decision will be issued by September 2, 1997.

Any offer of financial assistance to subsidize continued rail service under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each offer of financial assistance must be accompanied by a $900 filing fee. *See* 49 CFR 1002.2(f)(25).

Because this is a discontinuance proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate.

Longhorn and the rail line owners, the City of Austin, TX, and Capital Metropolitan Transportation Authority, have filed the required environmental report necessary before the rail line may be discontinued and abandoned. See *Longhorn, supra.*

All filings in response to this notice must refer to STB Docket No. AB–501(Sub-No. 1X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423–0001; and (2) Donald T. Cheatham, 10220–E Metropolitan Drive, Austin, TX 78758.

Persons seeking further information concerning abandonment and discontinuance procedures may contact the Board's Office of Public Services at (202) 565–1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565–1545. [TDD for the hearing impaired is available at (202) 565–1695.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary), prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Decided: May 30, 1997.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams,

Secretary.

[FR Doc. 97–14731 Filed 6–4–97; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 97–47]

Country of Origin Marking of Products of Hong Kong

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Notice of Policy.

SUMMARY: This document notifies the public that, with respect to imported goods produced in Hong Kong after the reversion of that region to China on July 1, 1997, the proper country of origin marking for such goods will continue to be ''Hong Kong.''

EFFECTIVE DATE: The position set forth in this document is effective for merchandise entered or withdrawn from warehouse for consumption on or after July 1, 1997.

FOR FURTHER INFORMATION CONTACT: Craig Walker, Special Classification and Marking Branch (202) 482–6980.

SUPPLEMENTARY INFORMATION:

Background

Section 304 of the Tariff Act of 1930, as amended (19 U.S.C. 1304), provides that, unless excepted, every article of foreign origin (or its container) imported into the U.S. shall be marked in a conspicuous place as legibly, indelibly, and permanently as the nature of the article (or its container) will permit, in such a manner as to indicate to the ultimate purchaser in the U.S. the English name of the country of origin of the article. Failure to mark an article in accordance with the requirements of 19 U.S.C. 1304 shall result in the levy of a duty of ten percent *ad valorem*. Part 134, Customs Regulations (19 CFR Part 134), implements the country of origin marking requirements and exceptions of 19 U.S.C. 1304.

Pursuant to the Sino-British Joint Declaration, signed in 1984, the People's Republic of China will resume the exercise of sovereignty over Hong Kong on July 1, 1997. With respect to goods produced in Hong Kong while under the sovereignty of Great Britain, the Customs Service has taken the position that such goods should properly be marked to indicate that their origin is ''Hong Kong.''

It has been determined that no change in the current practice regarding the country of origin marking of goods produced in Hong Kong should be made as a result of the reversion of that region's sovereignty to China. Therefore, this document notifies the public that, unless excepted from marking, goods