

to the attention of the Council may file written statements with the Council staff before or after the meeting. Public input sessions will be provided and individuals who made written requests by May 23, 2011 will have the opportunity to address the Council at those sessions.

Dated: April 8, 2011.

Julie K. King,

Forest Supervisor.

[FR Doc. 2011-9245 Filed 4-15-11; 8:45 am]

BILLING CODE 3410-11-P

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

Meetings

AGENCY: Architectural and Transportation Barriers Compliance Board.

ACTION: Notice of meetings.

SUMMARY: The Architectural and Transportation Barriers Compliance Board (Access Board) plans to hold its regular committee and Board meetings in Washington, DC, Monday through Wednesday, May 9-11, 2011, at the times and location noted below.

DATES: The schedule of events is as follows:

Monday, May 9, 2011

10:45-11:15 a.m. Budget Committee
11:15-Noon Technical Programs Committee

1:30-2:15 p.m. Planning and Evaluation Committee
2:30-4 p.m. Ad Hoc Committee
Meetings: Closed to Public

Tuesday, May 10, 2011

2:45-4 p.m. Ad Hoc Committee
Meetings: Closed to Public

Wednesday, May 11, 2011

9:30-10:30 a.m. Ad Hoc Committee on Outdoor Developed Areas: Closed to Public

10:45-Noon Presentation on issues for people who are deaf/blind
1:30-3 p.m. Board Meeting

ADDRESSES: All meetings will be held at the Access Board Conference Room, 1331 F Street, NW., suite 800, Washington, DC 20004.

FOR FURTHER INFORMATION CONTACT: For further information regarding the meetings, please contact David Capozzi, Executive Director, (202) 272-0010 (voice); (202) 272-0082 (TTY).

SUPPLEMENTARY INFORMATION: At the Board meeting scheduled on the afternoon of Wednesday, May 11, 2011,

the Access Board will consider the following agenda items:

- Approval of the draft March 9, 2011 meeting minutes.
- Budget Committee Report.
- Technical Programs Committee Report.
- Planning and Evaluation Committee Report.
- Ad Hoc Committee Reports.
 - Medical Diagnostic Equipment—Notice of Proposed Rulemaking (vote).
- Executive Director's Report.
- Public Comment, Open Topics.

All meetings are accessible to persons with disabilities. An assistive listening system, computer assisted real-time transcription (CART), and sign language interpreters will be available at the Board meeting and committee meetings. Persons attending Board meetings are requested to refrain from using perfume, cologne, and other fragrances for the comfort of other participants (*see* <http://www.access-board.gov/about/policies/fragrance.htm> for more information).

David M. Capozzi,

Executive Director.

[FR Doc. 2011-9247 Filed 4-15-11; 8:45 am]

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DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[Docket 27-2011]

Foreign-Trade Subzone 124B; Application for Expansion; North American Shipbuilding, LLC (Shipbuilding), Houma, LA

An application has been submitted to the Foreign-Trade Zones Board (the Board) by the South Louisiana Port Commission, grantee of FTZ 124, on behalf of North American Shipbuilding, LLC (NAS), operator of Subzone 124B at NAS' shipbuilding facilities in Larose, Houma, and Port Fourchon, Louisiana, requesting authority to expand the subzone include a new site in Houma. The application was submitted pursuant to the provisions of the Foreign-Trade Zones Act, as amended (19 U.S.C. 81a-81u), and the Board's regulations (15 CFR part 400). It was formally filed on April 8, 2011.

Subzone 124B was approved by the Board in 1991 with authority granted for the construction and repair of oceangoing vessels at NAS' shipyard (*Site 1*) (14 acres) located at 800 Industrial Park Road on the Intercoastal Waterway in Larose (LaFourche Parish),

Louisiana (Board Order 539, 56 FR 56627, 11-6-2001). The subzone was subsequently expanded to include two additional shipbuilding facilities: *Site 2* (27 acres)—208 North American Court ("North American Fabricators, LLC"), Houma (Terrebonne Parish); and, *Site 3* (26 acres)—106 9th Street ("C-Port, LLC"), Port Fourchon (LaFourche Parish) (Board Order 1021, 64 FR 7854, 2-17-1999). The facilities (1,437 employees) are used to construct, convert, and repair oceangoing vessels for commercial, research, and government customers. Components sourced from abroad include propulsion units, controllable pitch propellers, dynamic positioning systems, safety and firefighting equipment, centrifuges, compartment doors, electronic equipment, and guide rollers (duty rate range: Free-6.0%).

The applicant is now requesting authority to expand the subzone to include a new shipbuilding facility (proposed *Site 4*) located at 352 Dickson Road ("LaShip, LLC") in Houma. The application indicates that the facility will conduct production activity similar to that which occurs at NAS' existing subzone facilities. The applicant also requests that the scope of FTZ manufacturing authority be expanded to include additional foreign-sourced components to be used in FTZ production activity. New components to be sourced from abroad (representing 45% of the value of the finished vessels) include: winches, steering gears, motors, generators, structural components of iron, doors, tefrotex (ethylene-vinyl acetate), floor coatings, rock wool/mineral wool, wooden furniture, seal rings, pressure reduction valves, man holes, ladders, pumps, and vibration control dampeners (duty rate range: Free-6.5%). The application indicates that the company will not admit any foreign-origin steel mill products to the proposed subzone site for use in FTZ manufacturing activity. Expanded FTZ procedures could continue to exempt NAS from customs duty payments on the additional foreign-origin components used in production for export. On its domestic shipments, the company would be able to elect the duty rate that applies to finished oceangoing vessels (free) for the additional foreign-origin inputs noted above. Customs duties also could possibly be deferred or reduced on foreign status production equipment. NAS would also be exempt from duty payments on foreign inputs that become scrap during the production process. The production activity under FTZ procedures would continue to be subject to the "standard