

space-based systems. For purposes of this study, LEO should be considered to include Medium Earth Orbit (MEO) requirements as well (e.g., proposed communications satellite constellations in MEO).

In addition to the public meeting, written submissions may be provided by any interested party. Submissions designated as proprietary will be treated confidentially. Written submission should be provided as soon as possible, but no later than noon on February 27, 1996, to the Office of the Associate Administrator for Commercial Space Transportation, Room 5415, 400 Seventh Street, SW., Washington, DC 20590 or by fax to (202) 366-7256. Additional information may be obtained by contracting Patti Grace Smith at (202) 366-8960 or Richard W. Scott, Jr. at (202) 366-2936.

Dated: January 29, 1996.
Frank C. Weaver,
Associate Administrator for Commercial Space Transportation.
[FR Doc. 96-2501 Filed 2-6-96; 8:45 am]
BILLING CODE 4910-13-M

RTCA, Inc., RTCA Special Committee 188; Minimum Aviation System Performance Standards for High Frequency Data Link (HFDL); Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for an RTCA Special Committee 188 meeting to be held March 12-15, 1996, starting at 9:30 a.m. on March 12. (On subsequent days, meeting begins at 9:00 a.m.) (March 12 will address the Opening Plenary and Working Group 1 MASPS; March 13 will continue Working Group 1 discussion; March 14 will address Working Group 2 MOPS; and March 15 will continue Working Group 2 and the Closing Plenary. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Review and Approval of Meeting Agenda; (3) Presentations; (4) Adjourn to Working Group Sessions; (5) Reconvene in Plenary; (6) Reports from Working Groups 1 and 2; (7) Other Business; (8) Set Agenda for Next Meeting; (9) 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, N.W., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on February 1, 1996.

Janice L. Peters,
Designated Official.
[FR Doc. 96-2630 Filed 2-6-96; 8:45 am]
BILLING CODE 4810-13-M

Maritime Administration

[Docket S-931]

Mormac Marine Transport, Inc.; Notice of Application for Payment of Unused Operating-Differential Subsidy

On December 22, 1993, the Maritime Administrator permitted Mormac Marine Transport, Inc. (Mormac) to separate its Operating-Differential Subsidy Agreement (ODSA), Contract MA/MSB-295 into three distinct contracts. Mormac would operate the MORMACSTAR under Contract MA/MSB-295(a), with a termination date of December 9, 1995; the MORMACSUN under Contract MA/MSB-295(b), with a termination date of June 22, 1996; and the MORMACSKY under Contract MA/MSB-295(c), with a termination date of January 31, 1997.

Mormac is currently requesting extension or renewal of Contract MA/MSB-295(a), which terminated on December 9, 1995, and Contract MA/MSB-295(b), which terminates on June 22, 1996, to permit the use of unused subsidy days through the termination of Contract MA/MSB-295(c) on January 31, 1997.

Mormac advises that it has more than 2,842 days of unused subsidy on Contracts MA/MSB-295(a), 295(b), and 295(c), which accrued prior to the termination of Contract MA/MSB-295(a) on December 9, 1995.

Mormac states that on September 14, 1995, the Maritime Subsidy Board approved Mormac's request to extend the subsidizable life of the MORMACSTAR and MORMACSUN to January 31, 1997, the termination date of MA/MSB-295(c) on the MORMACSKY. Mormac advises that approving its request to use unused subsidy days through this date would permit Mormac to receive the full benefit of subsidy for the entire subsidizable life of the vessels.

Mormac also states that extending the terms of the ODSAs to permit the use of unsubsidized days would permit

continued operation of U.S.-flag vessels in the foreign trade and continued employment of U.S. seafarers. According to Mormac, the extension of the ODSAs is therefore consistent with the purposes and policies of the Merchant Marine Act, 1936, as amended.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm or corporation having any interest in such request and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street SW., Washington D.C. 20590. Comments must be received no later than 5:00 p.m. on February 21, 1996. The Maritime Subsidy Board will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 2.804 Operating-Differential Subsidies)

Dated: February 1, 1996.
By Order of the Maritime Subsidy Board.
Joel C. Richard,
Secretary.
[FR Doc. 96-2586 Filed 2-6-96; 8:45 am]
BILLING CODE 4910-81-P

Surface Transportation Board¹

[Docket No. AB-432X]

Delaware-Lackawanna Railroad Company, Inc.; Discontinuance Exemption; in Luzerne and Lackawanna Counties, PA

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

SUMMARY: The discontinuance of trackage rights over certain lines in Luzerne and Lackawanna Counties, PA, by Delaware-Lackawanna Railroad Company, Inc., is exempted from the

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

prior approval requirements of 49 U.S.C. 10903-04, subject to standard employee protective conditions. The lines are as follows: (1) The Dunmore Secondary Track, between milepost 6.5, at Avoca, and milepost 8.6, at Rocky Glen, a distance of 2.1 miles; (2) the Avoca Industrial Track, between milepost 1.8, at No. 7 Junction, and milepost 6.5 at Avoca, a distance of 4.7 miles, including the connection with the track of Consolidated Rail Corporation between "LB" Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, and the connection with Delaware & Hudson Railway Company (D&H) in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the West Pittston Running Track, between milepost 0.0, at West Pittston, and milepost 3.0, at Harding, a distance of 3.0 miles, and between milepost 186.4, at West Pittston, and milepost 194.4, in Kingston, a distance of 0.2 miles; (4) the Suscon Running Track, between milepost 154.5, at Suscon, and milepost 156.6, at Suscon, a distance of 2.1 miles; (5) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, and milepost 185.5, at Pittston, a distance of 16.3 miles; (6) the Nanticoke Industrial Track, between milepost 0.0, at Ashley, and milepost 2.6, at Central Scrap, a distance of 2.6 miles; (7) the Harry E. Breaker Spur, between milepost 0.1, at Maltby Junction, and milepost 0.5, a distance of 0.4 miles; (8) the APC line, between milepost 0.0 and milepost 0.6 in Wilkes-Barre, a distance of 0.6 miles; (9) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, a distance of 1.0 miles; (10) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, a distance of 3.0 miles; (11) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, a distance of 0.759 miles; (12) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; (13) the D&H Wilkes-Barre Connector, from milepost A-208.08, Hudson Yard to Conyngham Avenue, City of Wilkes-Barre, a distance of about 2.5 miles; (14) the Hanover Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Park, a distance of 0.5 miles; and (15) the Suscon Industrial Track, between

milepost 154.5, at Suscon, and milepost 158.7 at Hillside, a distance of 4.2 miles.

DATES: This exemption will be effective on March 8, 1996 unless stayed and provided no formal expression of intent to file an offer of financial assistance has been received. Formal expressions of intent to file an offer² of financial assistance under 49 CFR 1152.27(c)(2) must be filed by February 19, 1996, petitions for stay must be filed by February 22, 1996, and petitions to reopen must be filed by March 4, 1996.

ADDRESSES: Send pleadings referring to Docket No. AB-432X to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423; and (2) Petitioner's representative: Kevin M. Sheys, Oppenheimer Wolff & Donnelly, 1020 Nineteenth Street, N.W., Suite 400, Washington, D.C. 20036.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., 1201 Constitution Avenue, N.W., Room 2229, Washington, D.C. 20423. Telephone (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: January 23, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Board Member Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-2627 Filed 2-6-96; 8:45 am]

BILLING CODE 4915-00-P

[Docket No. AB-398 (Sub-No. 2X)]

San Joaquin Valley Railroad Company; Abandonment Exemption; Kings County, CA

AGENCY: Surface Transportation Board, DOT.

² See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that

ACTION: Notice of exemption.

SUMMARY: The abandonment by San Joaquin Valley Railroad Company of 8.25 miles of rail line extending between milepost 263.44 at Rossi and the end of the line at milepost 271.69 at Stratford, in Kings County, CA, is exempted from the prior approval requirements of 49 U.S.C. 10903-04, subject to environmental and standard employee protective conditions.

DATES: Provided no formal expression of intent to file an offer of financial assistance has been received, this exemption will be effective on March 8, 1996. Formal expressions of intent to file an offer² of financial assistance under 49 CFR 1152.27(c)(2) must be filed by February 19, 1996; petitions to stay must be filed by February 19, 1996; and petitions to reopen must be filed by February 27, 1996.

ADDRESSES: Send pleadings referring to Docket No. AB-398 (Sub-No. 2X) to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423, and (2) Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., 1201 Constitution Avenue, N.W., Room 2229, Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: January 11, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Board Member Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-2628 Filed 2-6-96; 8:45 am]

BILLING CODE 4915-00-P

legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

² See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).