

(1) Review the minutes from the meeting conducted July 22–23, 1997, in Houston, TX.

(2) Discuss work completed by facility VCS work group.

(3) Discuss work completed by vessel VCS work group.

#### **Procedural**

All meetings are open to the public. At the Chairperson's discretion, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations at the meeting should notify the Executive Director no later than August 25, 1997. Written material for distribution at the meeting should reach the Coast Guard no later than August 25, 1997. If a person submitting material would like a copy distributed to each member of the committee or subcommittee in advance of the meetings, that person should submit 25 copies to the Executive Director no later than August 18, 1997.

#### **Information on Services for the Disabled**

For information on facilities or services for the disabled or to request special assistance at the meeting, contact Lieutenant Plunkett as soon as possible.

Dated: July 25, 1997.

**Joseph J. Augelo,**

*Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 97–20222 Filed 7–30–97; 8:45 am]

BILLING CODE 4910–14–M

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Notice of Availability of the Record of Decision for the Proposed Development of the JFK International Airport Light Rail System, Queens, New York**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Availability of the Record of Decision (ROD).

**SUMMARY:** The FAA is making available the Record of Decision for the proposed Development of the JFK International Airport Light Rail System Queens, New York.

**FOR FURTHER INFORMATION CONTACT:** Mr. Laurence Schaefer, FAA, John F. Kennedy International Airport, AEA–610, Jamaica, NY 11430, fax: (718) 955–9219; telephone (718) 553–3340.

**SUPPLEMENTARY INFORMATION:** Any person may obtain a copy of the ROD by

submitting a request to the FAA contact identified above. The FAA is Lead Agency for purposes of implementing the procedures required by the National Environmental Policy Act of 1969 (NEPA), as amended, on a proposed transportation system for an airport access improvement project sponsored by the The Port Authority of New York and New Jersey (Port Authority), operator of the airport.

The purpose of this notice is to inform the public that the Record of Decision (ROD) is available to anyone upon request.

The FAA considered potential environmental impacts and other factors resulting from the construction of the JFK International Airport Light Rail System Project (the Project) at JFK International Airport (JFK). The ROD presents:

- alternatives considered for the project;
- the basis/justification for selecting the Preferred Alternative;
- impacts analysis;
- mitigation measures for the Preferred Alternative;
- response to comments; and
- Agency Findings.

The project proposed by the Port authority is the development of a Light Rail System (LRS) to improve ground access within JFK International Airport (JFK) in Queens County, New York, as well as to and from JFK via connections at Jamaica Station and the New York City Transit Howard Beach Station. Construction of the Project requires the incorporation of the system right-of-way in the Airport Layout Plan. The FAA conditionally approved a modification to the Airport Layout Plan on January 23, 1997. This approval was made subject to an acceptable environmental review.

The FAA, as the Lead Agency has determined that the requirements of the NEPA have been satisfied for the construction of the proposed project in Queens County, New York. This decision is based upon the FAA's close monitoring of the process and consideration of the effects of the project, all of which are documented in the Draft Environmental Impact Statement, the Written Reevaluation/ Technical Report on Changes to the Proposed JFK Airport Access Program and the Final Environmental Impact Statement. The FAA's determinations are outlined in the ROD. The Final Environmental Impact Statement was approved on May 12, 1997. The ROD was concurred in on July 18, 1997.

The LRS is intended to achieve the objective of providing reliable, safe, and efficient ground access for air

passengers and employees with frequent service to, from, and within JFK, and links to the regional mass transportation system, that will assist JFK to realize its effective capacity and continue operating successfully. By removing cars traveling to and from JFK on the regional roadway network, the LRS would result in reduced vehicle miles traveled (VMT) in the region, easing congestion, and improving air quality, assisting in the region's efforts to comply with federal air quality standards. In terms of broader objectives, the LRS is intended to support the region's competitive position in the global economy, as well as preserve the capacity of the national air transportation system.

Improved access to JFK will provide the potential for JFK to remain the critical gateway that it currently is, and may enhance its ability to compete with other gateway cities in the Region.

Issued in Jamaica, New York on July 23, 1997.

**William DeGraaff,**

*Assistant Manager, Airports Division.*

[FR Doc. 97–20075 Filed 7–30–97; 8:45 am]

BILLING CODE 4910–13–M

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Aviation Rulemaking Advisory Committee; Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss general aviation operations issues.

**DATES:** The meeting will be held on August 19, 1997 at 9:30 a.m.

**ADDRESSES:** The meeting will be held at the Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314.

**FOR FURTHER INFORMATION CONTACT:** Noreen Hannigan, Regulations Analyst, Office of Rulemaking (ARM–106), 800 Independence Avenue, SW., Washington, DC 20591. Telephone: (202) 267–7476; FAX: (202) 267–5075.

**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 of the Aviation Rulemaking Advisory Committee to discuss general aviation operations

issues. This meeting will be held on August 19, 1997 at 9:30 a.m. at the Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314.

The agenda for this meeting will include: (1) A status report on the Part 103 (Ultralight Vehicles) Working Group's NPRM, "Sport Pilot Certification Requirements;" (2) a status report on the IFR Fuel Requirements/Destination and Alternate Weather Minimums Working Group's NPRM, "Flight Plan Requirements for Helicopter Operations Under Instrument Flight Rules;" (3) a discussion of overflights of national parks; (4) and the FAA's August 4, 1997, implementation of revisions to 14 CFR part 61.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. 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 person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on July 24, 1997.

**Louis C. Cusimano,**

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

[FR Doc. 97-20076 Filed 7-30-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. M-038]

#### Information Collection Available for Public Comments and Recommendations

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

**DATES:** Comments should be submitted on or before September 29, 1997.

**FOR FURTHER INFORMATION CONTACT:** Erhard W. Koehler, Division of Ship Maintenance and Repair, Maritime Administration, MAR-611, Room 2119,

400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2631 or FAX 202-366-3954. Copies of this collection can also be obtained from that office.

#### SUPPLEMENTARY INFORMATION:

*Title of Collection:* Maintenance and Repair Cumulative Summary.

*Type of Request:* Extension of currently approved information collection.

*OMB Control Number:* 2133-0007.

*Form Number:* MA-140.

*Expiration Date of Approval:* March 31, 1998.

*Summary of Collection of Information:* The collection consists of form MA-140 to which are attached invoices and other supporting documents for expenses claimed for subsidy. Subsidized operators submit form MA-140 to the appropriate MARAD region office for review within 60 days of the termination of a subsidized voyage.

*Need and Use of the Information:* The collected information is necessary to perform the reviews required in order to permit payment of Maintenance and Repair subsidy.

*Description of Respondents:* Subsidized ship operators must submit the necessary paperwork to determine qualification for subsidy.

*Annual Responses:* 100.

*Annual Burden:* 1200 hours.

*Comments:* Send all comments regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR-120, Room 7210, 400 Seventh Street, SW., Washington, DC 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: July 25, 1997.

**Joel C. Richard,**

*Secretary.*

[FR Doc. 97-20117 Filed 7-30-97; 8:45 am]

BILLING CODE 4910-81-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 97-43; Notice 1]

#### American Honda Motor Company, Inc.; Receipt of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 122

American Honda Motor Co., Inc., of Torrance, California ("Honda"), has applied for a temporary exemption from the fade and water recovery requirements of Federal Motor Vehicle Safety Standard No. 122 *Motorcycle Brake Systems*. The basis of the application is that an exemption would make easier the development or field evaluation of a new motor vehicle safety feature providing a safety level at least equal to the safety level of the standard.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

Honda seeks an exemption of one year for its 1998 CBR1100XX motorcycle "from the requirement of the minimum hand-lever force of five pounds in the base line check for the fade and water recovery tests." It wishes to evaluate the marketability of an "improved" motorcycle brake system setting which is currently applied to the model sold in Europe. The difference in setting is limited to a softer master cylinder return spring in the European version. Using the softer spring results in a "more predictable (linear) feeling during initial brake lever application." Although "the change allows a more predictable rise in brake gain, the on-set of braking occurs at lever forces slightly below the five pound minimum" specified in Standard No. 122. Honda considers that motorcycle brake systems have continued to evolve and improve since Standard No. 122 was adopted in 1972, and that one area of improvement is brake lever force which has gradually been reduced. However, the five-pound minimum specification "is preventing further development and improvement" of brake system characteristics. This limit, when applied to the CBR1100XX "results in an imprecise feeling when the rider applies low-level front brake lever inputs."

The machine is equipped with Honda's Linked Brake System (LBS) which is designed to engage both front and rear brakes when either the front brake lever or the rear brake pedal is used. The LBS differs from other