addition, the IFR Fuel Requirements/Destination and Alternate Weather Minimums Working Group will present a revised concept briefing at the meeting, and the ARAC members will vote whether or not the working group should include the revised concept when it drafts its recommendation. Members of the public may contact Cindy Herman, ARM–108, Federal Aviation Administration, 800 Independence Avenue, S.W. Washington, DC 20591, (202) 267–7627, fax (202) 267–5075 to obtain a copy of the briefing prior to the meeting.

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 19, 1995.

Roger M. Baker, Jr.,

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

[FR Doc. 95–18384 Filed 7–25–95; 8:45 am]

BILLING CODE 4910–13–M

Maritime Administration

[Docket S–922]

OMI Patriot Transport, Inc., et al.; Application for Modification of Operating-Differential Subsidy Agreements

By application of April 27, 1995, pursuant to Title VI of the Merchant Marine Act, 1936, as amended, and Article II–25 of Operating-Differential Subsidy Agreements (ODSAs) No. MA/MSB–167 (a), (b), (c) and (d), OMI Patriot Transport, Inc., OMI Courier Transport, Inc., and OMI Rover Transport, Inc. requested approval for modification of Article I–3(a) of the ODSAs to incorporate the OMI COLUMBIA in the ODSAs and approval to include the OMI COLUMBIA in an Operating-Differential Subsidy (ODS) sharing system among the vessels named in the ODSAs. The vessels currently named in the ODSAs, under an ODS sharing arrangement are the COURIER, PATRIOT, RANGER, ROVER, OMI MISSOURI, and OMI SACRAMENTO.

The OMI COLUMBIA, which is owned by OMI Challenger Transport, Inc., is a 138,698 DWT U.S.-flag crude oil tanker that began operating in 1983 on a time charter basis in the Alaska North Slope crude oil trade, following its reconstruction and documentation under U.S.-flag pursuant to the Wrecked Vessel Act (46 app. U.S.C. 14). The applicants note that for the last two years, however, the OMI COLUMBIA has been operating in the spot market and has been in laid up status for most of that time.

The applicants believe that a subsidy sharing arrangement for the OMI COLUMBIA would result in critically needed operating flexibility for the vessel. The OMI COLUMBIA is a highly efficient, diesel powered vessel that could compete effectively in the foreign trade with subsidy. The applicants point out that the entry of the OMI COLUMBIA into the foreign trade would enhance the presence of the U.S.-flag fleet in a trade where the U.S.-flag presence is far too small. Furthermore, the expansion of U.S.-flag service in the foreign commerce is the primary goal of the ODS program and one that would be furthered by permitting the OMI COLUMBIA to be incorporated into the subsidy sharing agreement enjoyed by other OMI-owned vessels.

At a time when the U.S. merchant marine is fighting to remain strong and competitive, the applicants aver that every permitted use of available subsidy should be allowed. In the applicant's view, no statutory restriction limits subsidy to tank vessels under 100,000 DWT; the restriction is a matter of informal policy only. The applicants maintain that circumstances have changed markedly, providing a substantial basis for modification of the deadweight limitation policy.

The applicants' position is that the modification needed is modest. The deadweight tonnage of the OMI COLUMBIA is not significantly higher than the informal limitation. In addition, the total amount of subsidy to be paid is not increased by this contract modification. Consequently, the subsidy is simply used to maintain another U.S.-flag vessel in active service in the U.S. merchant marine.

Granting the OMI COLUMBIA subsidy sharing rights, the applicants conclude, will enable the OMI COLUMBIA to enhance U.S.-flag service in the foreign trade and will help maintain a trained base of U.S. seafarers.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such application 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 Aug. 2, 1995. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.804 (Operating-Differential Subsidies)).

By Order of the Maritime Subsidy Board.

Dated: July 21, 1995.

Joel C. Richard,

Secretary.

[FR Doc. 95–18379 Filed 7–25–95; 8:45 am]

BILLING CODE 4910–81–P

National Highway Traffic Safety Administration

[Docket No. 95–57; Notice 1]

General Motors Corporation; Receipt of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) of Warren, Michigan, has determined that some of its vehicles fail to comply with the requirements of 49 CFR 571.108, Federal Motor Vehicle Safety Standard (FMVSS) No. 108, ''Lamps Reflective Devices, and Associated Equipment,'' and has filed an appropriate report pursuant to 49 CFR Part 573, ''Defect and Noncompliance Reports.'' GM has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301-''Motor Vehicle Safety'' on the basis that the noncompliance in inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

In FMVSS No. 108, Paragraph S5.5.10(d) requires that ''all other lamps [not mentioned in Paragraphs S5.510(a–c) which includes all stop lamps such as enter high-mounted stop lamps (CHMSLs)] shall be wired to be steady-burning.''

During the 1995 model year, GM manufactured a total of 96,607 GMC and Chevrolet Suburban, GMC Yukon, and