Propulsion Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on May 30, 1996

Chris Christie,

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 96–14042 Filed 6–4–96; 8:45 am]

**BILLING CODE 4910–13–M**

## Notice of Intent To Rule on Application (#96–02–C–00–TEX) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Telluride Regional Airport, Submitted by the Telluride Regional Airport Authority, Telluride, CO

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rules and invites public comment on the application to impose and use PFC revenue at Telluride Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

**DATES:** Comments must be received on or before July 5, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN–ADO; Federal Aviation Administration; 5440 Roslyn Street, Suite 300; Denver, CO 80216–6026.

In addition, one copy of any comment submitted to the FAA must be mailed or delivered to Mr. Richard W. Nuttall, Airport Manager, at the following address: Telluride Regional Airport, 1500 Last Dollar Road, P.O. Box 1807, Telluride, CO 81435.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Telluride Regional Airport, under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Christopher Schaffer, (303) 286–5525; Denver Airports District Office, DEN–ADO; Federal Aviation Administration; 5440 Roslyn Street, Suite 300; Denver, CO 80216–6026. 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 (#96–02–C–00–TEX) to impose and use PFC revenue at Telluride Regional Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 29, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Telluride Regional Airport Authority, Telluride, Colorado, was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 28, 1996.

The following is a brief overview of the application.

*Level of the proposed PFC:* $3.00.

*Proposed charge effective date:* November 1, 1996.

*Proposed charge expiration date:* August 31, 2011.

*Total requested for use approval:* $1,300,000,00.

*Brief description of proposed project:* Acquire existing 16,852 sq. ft. terminal building and expand; Construct portion of Taxiway ''A''; Acquire Index ''A'' aircraft rescue and fire fighting (ARFF) vehicle; Acquire snow removal equipment; Install taxiway guidance signs; Reconstruct and expand general aviation and commercial service apron; Reconstruct and widen Taxiway ''A3''; Develop plans and specifications for terminal building and associated utilities.

*Class or classes of air carriers which the public agency has requested not be 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 SW., 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 Telluride Regional Airport.

Issued in Renton, Washington on May 29, 1996.

David A. Field,

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

[FR Doc. 96–14043 Filed 6–4–96; 8:45 am]

**BILLING CODE 4910–13–M**

## Maritime Administration

**OMB No. 2133–0525**

## Public Comments on Extension of Information Collection

**ACTION:** Agency response and request for further comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (Pub. L. 104–13, as implemented by regulations at 5 CFR part 1320), this notice reviews comments in response to an earlier notice of the Maritime Administration's (MARAD) intention to request the Office of Management and Budget (OMB) for extension of approval of a currently approved information collection. Comments to OMB are invited on this request.

**DATES:** Comments should be submitted on or before July 5, 1996. Comments should be submitted to OMB as indicated below:

**FOR FURTHER INFORMATION CONTACT:** James E. Caponiti, Associate Administrator for National Security, Maritime Administration, MAR–630, Room 7300, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202–366–2323 or fax 202–493–2180. Copies of this collection can also be obtained from that office.

**SUPPLEMENTARY INFORMATION:**

Background

Currently, Title VI of the Merchant Marine Act, 1936, as amended (Act), 46 App. U.S.C. 1171 *et seq.*, authorizes the Secretary of Transportation (Secretary) to provide operating-differential subsidy (ODS) to U.S.-flag ship operators for the operation of their vessels in essential services in the foreign commerce of the United States. Eligibility for the ODS program is limited to citizens of the United States, as defined in Section 2 of the Shipping Act, 1916, as amended, 46 App. U.S.C. 802, and MARAD regulations at 46 CFR part 355. Section 801 of the Act requires extensive recordkeeping for ODS contractors and related parties pursuant to MARAD regulations. In promulgating such regulations, MARAD created Form MA–172, which contains requests for specific information.

The Maritime Security Program (MSP), contained in legislation currently pending in the Congress, H.R. 1350, the Maritime Security Act of 1995, will replace the current ODS program and provides financial assistance for U.S.-flag operators and vessels that meet certain qualifications. It will require the Secretary of Transportation to encourage the establishment of a fleet of active,