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,

militarily useful, privately owned vessels to meet the national defense and other security requirements, while also maintaining a presence in international commercial shipping. Participation in the MSP will not be limited to Section 2 U.S. citizens.

On March 7, 1996, MARAD published in the Federal Register a Notice and Request for Comments to MARAD on its request for extension of OMB approval of the information collection relating to applications to participate in the MSP pursuant to H.R. 1350 (OMB Control No. 2133–0525), with a 60-day public comment period (61 FR 9223).

Description of Collection

Title of Collection: Applications and Amendments for Participation under new Section 651 of Title VI, Subtitle B, Merchant Marine Act, 1936, as amended, and amendments thereto.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133–0525.

Form Number: No form number is assigned to the application.

Expiration Date of Approval: May 31, 1996.

Summary of Collection of Information: The information collected includes an initial application for participation in the program as well as amendments of maritime security program operating agreements.

Need and Use of the Information: When enacted, H.R. 1350 will amend Title VI of the Act and will require MARAD to accept applications for enrollment in a Maritime Security Fleet no later than 30 days after the date of enactment. Receipt of an application will indicate intent on the part of the applicant to enter its vessel(s) in the MSP. MARAD will analyze the information according to prescribed priorities and select vessels for participation in the program. Over the life of an agreement amendments may be necessary to include additional vessels and for changes to existing vessels or status of the applicant.

Description of Respondents and Frequency of Collection: It is estimated that 10 carriers would submit one-time initial applications to participate in the program and it is estimated that five amendments would be required over a ten year period (average 0.5 per year) of an MSP operating agreement.

Annual Responses: 10 one-time applications, 0.5 amendments.

Annual Burden: 60 hours for one-time applications, 1 hour for amendments.

Comments: Send all comments regarding this information collection to the Office of Information and Regulatory Affairs of OMB, Attention: Desk Officer for, Department of Transportation, Maritime Administration.

Discussion of Comments and Summary of Requirements in the Final Application and Rule

This section includes a discussion of the significant issues raised by public comment and how they were addressed. One comment letter from a research and educational organization was received on the proposed application. The organization supported the proposed application, while disagreeing with certain components of the financial requirements section. On May 21, 1996, a meeting was held between the commentor and MARAD during which some of the comments were clarified.

Summary of Comments

1. Need for Financial Data and Expected Benefit

Comment. The commentor stated that there was no practical need or policy basis for MARAD to require the extensive financial data required by the Form MA–172. The commentor noted that the MA–172 contained 29 financial schedules and statements in addition to the 18 single spaced pages of financial requirements contained in MARAD's regulations at 46 CFR part 232. The commentor noted that the Notice required information as it related to applications under the proposed statute and that the Notice stated that MARAD will analyze the information according to prescribed priorities to select vessels for participation in the program. The commentor believed that new Section 651(b) of the Act, ''*Vessel Eligibility*,'' has a number of clear objective standards regarding vessel eligibility for the program, none of which require the type of information requested by MARAD in Form MA–172.

Response. MARAD is not requiring the submission of Form MA–172. In the alternative, an applicant may submit an audited financial statement. The proposed submission of Form MA–172 (separate approval under OMB Control No. 2133–0005) is intended to (1) apply only to the applicant, not to any parent company, affiliate or subsidiary; and (2) simplify the process as most anticipated applicants have a current Form MA–172 on file with MARAD. The financial reporting burden would therefore be significantly reduced for a vast majority of the applicants.

In connection with the Notice for Application to participate in the MSP, MARAD published a Notice and Request for Comments on changes to the Form MA–172. The commentor did not address the proposed changes contained in that Notice in their comment. The revised Form MA–172 has been reduced by 50 percent in an effort to lessen the burden on respondents. In response to the 18 pages of financial requirement of MARAD's regulations mentioned above, it was determined in the subsequent meeting that this was a misunderstanding between the agency and the commentor. The section on financial data submission states ''For applicants which have not completed a Form MA–172 in conjunction with other MARAD assistance programs, complete that form as described at 46 CFR part 232.'' MARAD's intention is to give the respondents a format or guide to use (such as the one contained in its regulations at 46 CFR part 232), and not to actually suggest adherence to the letter of part 232. The reference to part 232 has been removed and the section has been reworded to read: ''Applicant must submit an audited financial statement or have a Form MA–172 already on file with MARAD.''

With respect to the selection criteria contained in new section 652 of the Act, added by section 2 of H.R. 1350, MARAD believes it is within its administrative purview, and in the public interest, to consider the financial viability of a company prior to choosing it for participation in the program.

2. Authority To Collect Data

Comment. The commentor stated that MARAD failed to identify that it did not have the authority to collect the information as section 801 of the Act is specifically exempted under new section 652(c) of the Act and therefore would not apply.

Response. Section 801 of the Merchant Marine Act, 1936, as amended, applies to contracts executed by the Secretary of Transportation under Title VI or VII of the Act and therefore does not pertain specifically to application for such contracts. The pending legislation does not address information collection prior to the grant of MSP contracts. In the absence of specific direction from the Congress, it is appropriate for MARAD to exercise its discretion as to what information is necessary to process MSP applications, provided that it is not inconsistent with the express provisions of the legislation or with its legislative history. Since the proposed legislation is silent on the collection of information prior to the award of an MSP contract, MARAD, acting under general rulemaking authority for the Act derived from section 204(b) of the Act, 46 App. U.S.C. 1114, can collect appropriate information. MARAD believes it is good

administrative practice to require, at a minimum, the information requested as a condition for payment of financial assistance.

3. Subsidiaries and Affiliates

Comment. The commentor stated MARAD lacked authority to obtain information concerning all contractors' parent companies, affiliates, and subsidiaries together with an indication of the business transacted by each.

Response. In the meeting held between MARAD and the commentor, the issue was clarified and it was agreed that the request for information should be applicable only to parent companies, affiliates, and subsidiaries that are involved in the maritime industry for non-section 2 citizen applicants. Section 2 citizen applicants will be required to provide information on affiliated relationships necessary to document status as a section 2 citizen.

4. Citizenship

Comment. The commentor stated that, with respect to the extensive disclosure required with respect to stock ownership, shareholders, voting trusts and agreements whereby control of an applicant is in any way held or exercised by any person not the holder of legal title to such shares, it found the request to be too intrusive. The commentor suggested that MARAD on an *ad hoc* basis continue its practice of requiring citizenship affidavits from some applicants.

Response. MARAD conceptually agrees with the commentor's suggestion and will require the submission of such extensive information only from those applicants requesting to apply as citizens of the United States. Other applicants need only prove lesser levels of citizenship.

5. Current or Anticipated Agreements

Comment. The commentor stated that the requested information regarding current agreements with other carriers was already available and, with respect to anticipated agreements, that request was intrusive and unnecessary for the administration of the MSP.

Response. During the meeting between MARAD and the commentor, the issue was clarified and it was agreed that current information on operations and agreements was needed to assist the agency in identifying potential sealift capacity available for use in accordance with an Emergency Preparedness Program. As a result, the section on agreements would read: ''Describe any current agreements and or relationships with other carriers.'' All reference to anticipated agreements will be deleted.

6. Certification of Citizenship

Comment. The commentor stated that the application required the applicant to be a citizen of the United States within the meaning of Section 2, Shipping Act, 1916, as amended, and that requirement was wrong.

Response. The requirement to certify Section 2 citizenship as part of the application was an error and has been corrected by adding a provision for applicants who are not applying as Section 2 citizens which reads: ''* * * or is eligible to document a vessel under 46 U.S.C. 121 * * *''.

Dated: May 30, 1996.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 96–14092 Filed 6–4–96; 8:45 am]

BILLING CODE 4910–81–M

National Highway Traffic Safety Administration

[Docket No. 94–86; Notice 2]

Establishment of Working Groups to Assist NAFTA Automotive Standards Council

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of intent to establish working groups to assist NAFTA Automotive Standards Council.

SUMMARY: The Automotive Standards Council, a subcommittee under the Committee on Standards Related Measures established by the North American Free Trade Agreement, has decided to establish working groups to assist it in facilitating the attainment of compatibility among, and review the implementation of, national standards-related measures of Canada, Mexico, and the United States that apply to automotive goods. This notice identifies the United States government co-chairs for each of the four working groups the United States will establish. This notice also solicits interested persons from outside the government to serve on the four working groups.

DATES: Requests for membership must be received not later than July 5, 1996.

ADDRESSES: Requests for membership should be submitted to the government co-chair for the appropriate working group indicated below.

FOR FURTHER INFORMATION CONTACT: For the Working Group on Emissions/Engines/Fuels: Mr. Thomas M. Baines, Senior Technical Advisor, U.S. Environmental Protection Agency, 2565 Plymouth Road, Ann Arbor, MI 48105. Mr. Baines can be reached by fax at (313) 741–7816.

For the Working Group on Light Vehicle Safety Standards: Mr. Stephen R. Kratzke, Chief, Planning and Review Division, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Mr. Kratzke can be reached by telephone at (202) 366–5203 or by fax at (202) 366–4329.

For the Working Group on Heavy Vehicle Safety Standards and the Working Group on Parts and Equipment: Mr. Clive Van Orden, Chief, Equipment and Imports Division, Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Mr. Van Orden can be reached by telephone at (202) 366–5311 or by fax at (202) 366–1024.

SUPPLEMENTARY INFORMATION: The North American Free Trade Agreement (NAFTA) is a trilateral trade agreement among the Governments of Canada, Mexico, and the United States. Article 913 of NAFTA establishes a Committee on Standards-Related Measures, comprising representatives of each of the three parties. Paragraph 5 of Article 913 requires the Committee on Standards-Related Measures to establish four subcommittees, one of which is the Automotive Standards Council. The purpose of the Automotive Standards Council is ''to the extent practicable, to facilitate the attainment of compatibility among, and review the implementation of, national standards-related measures of the [three Nations] that apply to automotive goods, and to address other related matters.'' See NAFTA Annex 913.5.a–3. The NAFTA includes non-road engines as well. Thus, the term ''automotive,'' as used in this notice, includes non-road engines.

Annex 913.5.a.–3.3 gives the Automotive Standards Council authority to establish consultation procedures and appropriate operational mechanisms. At the initial meeting of the Automotive Standards Council in Ottawa, the representatives of the three governments agreed to solicit input from interested parties in their respective countries to identify incompatibilities that have created, or could create, needless barriers to trade. Pursuant to this agreement, NHTSA published a notice asking the public for comments about regulatory incompatibilities and barriers to trade on December 23, 1994 (59 FR 66402).

At the second meeting in Mexico City, each of the three Nations reported on the inputs from their respective