

**Revised Notice of Opportunity to Participate, Criteria Requirements and Change of Application Procedure for Participation in the Fiscal Year 1996 Military Airport Program (MAP)**

**AGENCY:** Federal Aviation Administration, Department of Transportation (DOT).

**ACTION:** Notice of extension of application date.

**SUMMARY:** The Federal Aviation Administration (FAA) is extending from January 22, 1996 to March 29, 1996 the deadline for airport sponsors to apply for designation, or continued participation, in the Military Airport Program. The FAA is similarly extending from January 15, 1996 to May 31, 1996, the date by which a sponsor of a former or current military airport must be able to document the requisite property interest to qualify to receive grants of Federal financial assistance under the Airport Improvement Program.

**DATES:** Airport sponsors should address written applications for designation, or continued participation, in the fiscal year 1996 Military Airport Program to the Federal Aviation Administration (FAA) Regional Airports Division or Airports District Office that serves the airport. Applications must be received by that office of the FAA by March 29, 1996.

**ADDRESSES:** Send an original and two copies of Standard Form 424, "Application for Federal Assistance," and supporting and justifying documentation, specifically requesting to be considered for designation to participate, or continue, in the fiscal year 1996 Military Airport Program, to the Regional FAA Airports Division or Airports District Office that serves the airport.

**FOR FURTHER INFORMATION CONTACT:** Mr. James V. Mottley or Leonard C. Sandelli, Military Airport Program Office (APP-4), Office of Airport Planning and Programming, Federal Aviation Administration (FAA), 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-8780, or (202) 267-8785, respectively.

**SUPPLEMENTARY INFORMATION:** This notice extends the dates of the original notice which was issued in 60 FR 54560, October 24, 1995, "Notice of Opportunity to Participate, Criteria Requirements and Change of Application Procedures for Participation in the Fiscal Year 1996 Military Airport Program." This notice announces extension of the date for submissions of applications and of the date by which

the airport sponsor must possess title, a long-term lease, or joint use agreement for the property on which the civilian airport is located.

**Application Procedures**

The Dates section of 60 FR 54560, October 24, 1995, is revised to provide that applications must be submitted to the airports district office or the airports division that serves the airport applying for the program by March 29, 1996.

**Information To Be Contained in Application, New Airports**

Section (4) of the qualifications for new airports (60 FR 54561, October 24, 1995) is modified as follows: In the case of a former military airport, documentation that the local or State airport sponsor holds satisfactory title, or a long term lease for 20 years or more, to the property on which the civilian airport is being located. In the case of a current military airport, documentation that the airport sponsor has an existing joint-use agreement with the military department having jurisdiction over the airport. (The title transfer, lease, or joint use agreement must be effective on or before May 31, 1996. This is necessary so the airport sponsor qualifies as an eligible sponsor to receive grants of Federal financial assistance under the Airport Improvement Program.)

Paul L. Galis,

*Director, Office of Airport Planning and Programming.*

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**BILLING CODE 4910-13-M**

**Maritime Administration**

[Docket S-933]

**OMI Patriot Transport, Inc.; OMI Courier Transport, Inc.; OMI Rover Transport, Inc.; Application for Modification of Operating-Differential Subsidy Agreements**

By application of February 28, 1996, 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. (Applicants) requested approval for modification of Article I-3(a) of the ODSAs to incorporate the PLATTE in the ODSAs and approval to include the PLATTE 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, OMI SACRAMENTO, and OMI COLUMBIA. In addition, the Applicants request authorization to use unused subsidy days for the operation of the PLATTE for its economic life (approximately 11 years). The PLATTE, which is owned by OMI Corp., is a 37,060 DWT U.S.-flag dry bulk carrier that began operating in 1982.

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 March 22, 1996. The Maritime Administration 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).)

Dated: March 8, 1996.

By Order of the Maritime Subsidy Board.

Joel C. Richard,

*Secretary.*

[FR Doc. 96-5987 Filed 3-12-96; 8:45 am]

**BILLING CODE 4910-81-P**

**National Highway Traffic Safety Administration**

[NHTSA Docket No. 96-005-N01]

**Crash Risk of Alcohol-Involved Driving Study; Proposed Information Collection**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice and request for comments on data collection.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) and the National Institute on Alcohol Abuse and Alcoholism (NIAAA) play key roles in national efforts to reduce alcohol involved crash injuries and fatalities. NHTSA and NIAAA have jointly funded a study to determine the relative risk of crash involvement associated with elevated blood alcohol concentrations (BACs) when compared with a zero blood alcohol concentration. One important part of the data collection for this effort is a questionnaire to measure crash and alcohol covariates in the population being studied. *Current* data of this kind do not exist and cannot be