

**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.*

[FR Doc. 96-6023 Filed 3-12-96; 8:45 am]

**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

collected by any other method. NHTSA and NIAAA invite the general public and other Federal Agencies to comment on this part of the study as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)).

**DATES:** Written comments must be submitted on or before May 13, 1996.

**ADDRESSES:** Direct all written comments to NHTSA, Docket Section, Room 5111, Docket # 96-005-N01, 400 7th Street SW, Washington DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Paul J. Tremont, Ph.D., Co-Contracting Officer's Technical Representative, Office of Program Development and Evaluation (NTS-30), Washington, DC 20590, or Susan Martin, Ph.D., Co-Contracting Officer's Technical Representative, Division of Clinical and Prevention Research, NIAAA, Suite 505, 6000 Executive Blvd., Rockville, MD 20892.

**SUPPLEMENTARY INFORMATION:**

I. Abstract

More than 300,000 persons were reported as injured and more than 16,500 persons died in alcohol-related motor vehicle crashes in 1994 (Traffic Safety Facts: 1994, Alcohol, NHTSA—National Center for Statistics and Analysis). NHTSA and NIAAA are committed to the development of effective programs to reduce this morbidity and mortality due to driving under the influence (DUI). To aid in filling this commitment, a better understanding of driver characteristics and alcohol levels in alcohol-involved crashes is required. The objective of this study is to compare the BACs of crash-involved drivers and similarly at risk non-crash involved drivers to determine the relative risk of a crash at various BACs compared to zero BAC (while controlling for other determinants of crashes).

II. Method of Collection

Data will be collected voluntarily and anonymously from crash involved drivers and control (non-crash involved) drivers. Two sites (cities or jurisdictions) will be used. Crash involved drivers will be interviewed and a voluntary alcohol breath test will be performed by trained research personnel at the scene. One week following each sampled crash, interviews and voluntary alcohol breath tests will be conducted on similarly-exposed (same location, same time of day) non-crash drivers. All drivers, crash and control, will be interviewed using the same questionnaire. By comparing the breath alcohol levels of

crash and control drivers, while accounting for critical covariates such as age, gender, patterns of alcohol use, and sleep loss, the relative risk of a crash at differing BACs for different groups will be determined.

III. Use of Findings

The findings of this study will assist NHTSA and NIAAA in addressing the problem of alcohol impaired drivers and in formulating programs and recommendations to the Congress. The findings will be used to support decision making by State and local highway safety agencies, law enforcement agencies, and citizen activist groups regarding the effective allocation of resources to address the alcohol crash problem. The data being sought are fundamental to the development and targeting of effective countermeasures to prevent DUI among the driving groups found to be at greatest risk.

IV. Data

*OMB Number:* None.

*Form Number:* None.

*Type of review:* Regular submission.

*Affected public:* A total of approximately 10,000 drivers (1000 crash and 4000 non-crash (control) at each site).

*Estimated number of respondents:* 10,000.

*Estimated time per survey response:* 8 min, 30 sec.

*Estimated total burden hours:* 1,417.

*Estimated total cost of project including survey component:* \$137 per survey respondent.

V. Request for Comments

Comments are invited on: (a) The need for the proposed collection and the uses of the data to meet the objectives of the study, (b) the types of questions that should be asked of respondents, (c) ways to enhance the quality, utility, and clarity of the information collected, (d) the accuracy of the burden estimate, (e) ways to minimize the burden of the collection of information on the respondents.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection. Copies of all comments will be placed in Docket 96-005, Notice 1, in the NHTSA Docket Section in Room 5109, Nassif Building, 400 7th Street S.W.,

Washington, DC 20590 and will become a matter of public record.

James H. Hedlund,

*Associate Administrator for Traffic Safety Programs.*

[FR Doc. 96-6025 Filed 3-12-96; 8:45 am]

BILLING CODE 4910-59-P

[Docket No. 96-016; Notice 01]

RIN 2127-AF57

**Preliminary Theft Data; Motor Vehicle Theft Prevention Standard**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Publication of preliminary theft data; request for comments.

**SUMMARY:** This document requests comments on data about passenger motor vehicle thefts that occurred in calendar year (CY) 1994, including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 1994. The theft data preliminarily indicate that the vehicle theft rate for CY/MY 1994 vehicles (4.09 thefts per thousand vehicles) increased by 2.8 percent from the theft rate for CY/MY 1993 vehicles (3.98 thefts per thousand vehicles).

Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data, and publish the information for review and comment.

**DATES:** Comments must be submitted on or before May 13, 1996.

**ADDRESSES:** All comments should refer to the docket number and notice number cited in the heading of this document and be submitted, preferably with ten copies to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Docket hours are from 9:30 a.m. to 4:00 p.m., Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2739.

**SUPPLEMENTARY INFORMATION:** NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR Part 541. The standard specifies performance requirements for inscribing or affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement