

damage from an oil or hazardous material spill and control location and procedures for Lightering activities.

The Port and Tanker Act of 1978, requires the Coast Guard to develop regulations for the Lightering of oil and hazardous materials which take place in the navigable waters of the U.S. or high seas if the cargo is designed for a port or place subject to the jurisdiction of the U.S.

This information will be used to inform the local Coast Guard Captain of the Port of the time and place of cargo transfer.

Also, to ensure the vessels involved are in compliance with Coast Guard inspection requirements, possess a valid Certificate of Responsibility and have approved pollution response plans on file.

Burden Estimate and Frequency: The current total annual respondent burden estimate is 315 hours. The average burden hour per response is 2 hours reporting. The frequency of reporting will be occasionally.

Title: (a) Report of MARPOL 73/78 Oil, Noxious Liquid Substance (NLS) and Garbage Discharge; (b) Application for Equivalents, Exemptions, and Alternatives; and (c) Voluntary Reports of Pollution Sightings [ICR No. 2115-0556].

OMB No.: 2115-0556.

Affected Entities: Individuals business or other for-profit organizations and the Federal Government.

Abstract: Discharge of pollutants in excess of what is permitted under MARPOL 73/78 and pollution sightings must be reported to the Coast Guard so that appropriate response to the threatening pollutions incidents and effective enforcement of MARPOL 73/78 and its implementing law and regulations will be possible. Public should be allowed to apply, in writing for equivalents, exemptions and alternatives.

The Act to prevent Pollution from Ships (33 U.S.C. 1901-1911) requires that the master or other person in charge of a ship to report discharges of pollutants that violate MARPOL 73/78.

Coast Guard will use this information to determine what corrective action is required to prevent, minimize, or mitigate the impact of oil or hazardous chemical pollution on the public health or welfare, or the environment.

Burden Estimate and Frequency: The current total annual respondent burden estimate is 15 hours. The average burden hour per response is 30 minutes reporting. The frequency of reporting and recordkeeping will be occasionally.

Title: Various Forms and Posting Requirements Under 46 CFR

Subchapters K and T "Small Passenger Vessel (Under 100 Gross Tons)" [ICR No. 2115-0578].

OMB No.: 2115-0578.

Affected Entities: Small passenger vessel owners.

Abstract: The reporting and recordkeeping requirements are necessary for the proper administration and enforcement of small passenger vessel program. The requirements effect small passenger vessels (under 100 gross tons) which carry more than 6 passengers.

Under 46 U.S.C. 3305 and 3306, the Coast Guard must prescribe regulations for the design, construction, alteration, repair and operation of small passenger vessels to secure the safety of individuals and property on board. The Coast Guard's proposed use of this information is to ensure that compliance with the requirements for proper safety equipment, operation and crew emergency preparedness are met.

Burden Estimate and Frequency: The current total annual respondent burden estimate is 405,608 hours. The average burden hour per response is 1 hour reporting and 4 hours recordkeeping. The frequency of recordkeeping will be occasionally.

Issued in Washington, D.C. on May 13, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-12498 Filed 5-17-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Noise Exposure Map Notice; Sarasota-Bradenton International Airport, Sarasota, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Sarasota Manatee Airport Authority for Sarasota-Bradenton International Airport under the provisions of Title 1 of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is May 7, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport

Drive, Suite 130, Orlando, Florida 32827-5397, (407) 648-6583, Extension 29.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Sarasota-Bradenton International Airport are in compliance with applicable requirements of Part 150, effective May 7, 1996.

Under Section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title 1 of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Sarasota Manatee Airport Authority. The specific maps under consideration are "EXISTING (1995) NOISE EXPOSURE MAP" and "FUTURE (2000) NOISE EXPOSURE MAP" in the submission. The FAA has determined that these maps for Sarasota-Bradenton International Airport are in compliance with applicable requirements. This determination is effective on May 7, 1996. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act,

it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 9677
Tradeport Drive, Suite 130, Orlando,
Florida 32827-5397

Sarasota Manatee Airport Authority,
Sarasota-Bradenton International
Airport, 600 Airport Circle, Sarasota,
FL 34243

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida May 7, 1996.
Charles E. Blair,

Manager, Orlando Airports District Office.
[FR Doc. 96-12637 Filed 5-17-96; 8:45 am]

BILLING CODE 4910-13-M

MARITIME ADMINISTRATION

[Docket No. M-016; OMB No: 2133-0030]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before July 19, 1996.

FOR FURTHER INFORMATION CONTACT: Christopher Krusa, Office of Maritime, Labor, Training, and Safety, Maritime Administration, MAR-250, Room 7302, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-2648 or fax 202-366-3889. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Supplementary Training Course Application.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0030.

Form Number: MA-823.

Expiration Date of Approval: June 30, 1996.

Summary of Collection of Information: Section 1305(a) of the Maritime Education and Training Act of 1980 states that the Secretary may provide additional training on maritime subjects and may make such training available to the personnel of the merchant marine of the United States and to individuals preparing for a career in the merchant marine of the United States. Also, the U.S. Coast Guard (USCG) requires a fire fighting certificate for U.S. merchant marine officers, effective December 1989, pursuant to the 46 CFR 10.205(g) and 10.207(f).

Need and Use of the Information: Information is needed for eligibility assessment, enrollment, attendance verification and recordation. Without this information the courses would not be documented for future reference by the program or individual student. This application form is the only document of record and is used to verify that students have attended the course.

Description of Respondents: U.S. merchant seamen, both officers and unlicensed personnel. U.S. citizens employed in other areas of waterborne commerce also may receive this training on a space available basis.

Annual Responses: 2,000.

Annual Burden: 100 hours.

Comments: Send all comments regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR-120, Room 7210, 400 Seventh Street, S.W., Washington, D.C. 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality,

utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: May 15, 1996.

Joel C. Richard,
Secretary.

[FR Doc. 96-12642 Filed 5-17-96; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 96-24; Notice 2]

Decision That Nonconforming 1985 Maserati Bi-Turbo Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1985 Maserati Bi-Turbo passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1985 Maserati Bi-Turbo passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1985 Maserati Bi-Turbo), and they are capable of being readily altered to conform to the standards.

EFFECTIVE DATE: May 20, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 40 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be