

(Responsibilities, Priorities, Milestones); (5) Free Flight Steering Committee Discussion (Guidance and Direction); Plans for August 14 Meeting); (6) Closing Remarks.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 17, 1996.

Janice L. Peters,

*Designated Federal Officer.*

[FR Doc. 96-12840 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-13-M

**RTCA, Inc.; Special Committee 159 Working Group 4; Minimum Operational Performance Standards For Airborne Navigation Equipment Using Global Positioning System (GPS); Precision Approach and Landing (Cat II/III)**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 159 Working Group 4 meeting to be held June 3-5, 1996, starting at 9:00 a.m. This is less than 15 days notice due to increased emphasis on this group's work effort and the need to begin this process immediately. The meeting will be held at the Holiday Inn Solomons, 155 Holiday Drive, Solomons, MD, 20688, phone (800) 356-2009/(410) 326-6311; Mr. Glenn Colby, host, (301) 342-4441 (phone), (301) 342-2626 (fax).

The agenda will include presentations on CAT II/III requirements, technology and test results, and a review of the status of the draft CAT II/III Minimum Aviation System Performance Standards (MASPS) document; discussion of a paper on user differential range error, planned for June 4 at 9:00 a.m.; circulation of the changes to RTCA/DO-217, MASPS DGNSS Instrument Approach System: Special Category I (SCAT-I), for final action by the Special Committee 159 plenary on July 12; and topics for discussion at the Working Group 4 meeting to be held at RTCA July 9-11.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral

statements at the meeting. Persons wishing to present statements or obtain information should contact Mr. Keith McDonald, Chair of Working Group 4, at (703) 578-0700; Dr. George Ligler, Co-Chair of Working Group 4A, at (301) 983-4388; or Mr. Harold Moses, RTCA Program Director, at (202) 833-9339. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 17, 1996.

Janice L. Peters,

*Designated Federal Officers.*

[FR Doc. 96-12841 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Request To Amend an Approved Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Miami International Airport, Miami, FL**

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

**ACTION:** Notice of Intent to Rule on a Request to Amend an Approved Application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the request to amend the approved application to impose and use the revenue from a PFC at Miami International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before June 21, 1996.

**ADDRESSES:** Comments on this request may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gary Dellapa, Director of the Dade County Aviation Department at the following address: P.O. Box 592075, Miami, Florida 33159.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Dade County Aviation Department under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Bart Vernace, Plans & Programs Manager, 9677 Tradeport Drive, Suite 130, Orlando, Florida, 32827, 407-648-6583, extension 27. The request may be

reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the request to amend the application to impose and use the revenue from a PFC at Miami International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On May 7, 1996, the FAA received the request to amend the application to impose and use the revenue from a PFC submitted by the Dade County Aviation Department within the requirements of Section 158.37(b) of Part 158. The FAA will approve or disapprove the amendment, in whole or in part, no later than September 4, 1996.

The following is a brief overview of the request. Proposed increase in total estimated PFC revenue: From \$28,637,000 to \$76,386,000.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may inspect the request in person at the Dade County Aviation Department.

Issued in Orlando, Florida on May 14, 1996.

Charles E. Blair,

*Manager, Orlando Airports District Office Southern Region.*

[FR Doc. 96-12806 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-13-M

**MARITIME ADMINISTRATION**

[Docket No. M-017]

**Information Collection Available for Public Comments and Recommendations**

**AGENCY:** Maritime Administration.

**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 22, 1996.

**FOR FURTHER INFORMATION CONTACT:** Linda C. Somerville, Division of Vessel Transfer and Disposal, Maritime Administration, MAR-631, Room 7324,

400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5821 or fax 202-366-3889. Copies of this collection can also be obtained from that office.

**SUPPLEMENTARY INFORMATION:**

*Title of Collection:* Trustee's Supplemental Certification.

*Type of Request:* Extension of currently approved information collection.

*OMB Control Number:* 2133-0015.

*Form Number:* MA-580.

*Expiration Date of Approval:* August 31, 1996.

*Summary of Collection of Information:* Provide for approval of banks and trust companies to act as Trustees under certain ship financing trusts and provide a procedure for assuring the validity and preferred status of mortgages on U.S. flag vessels and certain mortgages requiring Secretarial approval. The approved bank or trust company is required to furnish its supplemental certification every five years in order to remain on the Roster of Approved Trustees. The processing fee for this application is \$215.00 per filing.

*Need and Use of the Information:* Information collection provides information that will be used by the Maritime Administration to determine whether the bank or trust company continues to meet the statutory requirements to serve as Trustees.

*Description of Respondents:* Banks and trust companies.

*Annual Responses:* 68.

*Annual Burden:* 51 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, SW., Washington, DC 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 16, 1996.

Joel C. Richard,

Secretary.

[FR Doc. 96-12798 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-81-P

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**Petition for Modification of Exemption From the Vehicle Theft Prevention Standard; General Motors Corporation**

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

**ACTION:** Grant of petition for modification of a previously approved anti-theft device.

**SUMMARY:** On April 9, 1991, this agency granted in part General Motors Corporation's (GM) petition for exemption from the parts-marking requirements of the vehicle theft prevention standard for the Buick Park Avenue car line. This notice grants in full GM's petition for modification of the previously approved anti-theft device for that line. The agency grants this petition because it has determined, based on substantial evidence, that the modified anti-theft device described in GM's petition to be placed on the car line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements.

**DATES:** The exemption granted by this notice is effective beginning with model year (MY) 1997.

**FOR FURTHER INFORMATION CONTACT:** Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, S.W., Washington, DC 20590. Ms. Proctor's telephone number is (202)366-1740. Her fax number is (202) 493-2739.

**SUPPLEMENTARY INFORMATION:** In April 1991, NHTSA published in the Federal Register a notice granting in part the petition from General Motors Corporation (GM) for an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for the model year 1992 Buick Park Avenue car line. (See 56 FR 14413, April 9, 1991). The agency determined that the PASS-Key anti-theft device, which GM intended to install on the Buick Park Avenue car line as standard equipment, was likely to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements of the Theft Prevention Standard. The agency decided based on the information available at that time that a full exemption was not appropriate and granted a partial exemption, which required that the engine and transmission on this line continue to be marked. The agency limited the

exemption because the anti-theft device lacked both an audible and a visual alarm to call attention to unauthorized entry of the vehicle. The lack of such a warning device made the agency uncertain whether the device would be as effective as parts marking in deterring theft of this vehicle.

On February 16, 1996, GM submitted its petition for modification to its previously approved PASS-Key anti-theft device. The petition also asked that the line be granted a full rather than partial exemption. GM's submittal is considered a complete petition, as required by 49 CFR Part 543.9(d), in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6. GM requested confidential treatment for some of the information and attachments submitted in support of its petition for modification. In a letter to GM dated March 1, 1996, the agency granted the petitioner's request for confidential treatment.

In its petition for MY 1992, GM included a detailed description of the identity, design and location of the components of the PASS-Key anti-theft device, including diagrams of components and their location in the vehicle. GM described the PASS-Key anti-theft device installed as standard equipment as passively activated. The PASS-Key anti-theft device utilizes an ignition key, an ignition lock cylinder and a decoder module.

GM stated that for MY 1997, the PASS-Key III anti-theft device will utilize more advanced technology than the PASS-Key or PASS-Key II devices. The PASS-Key III device will add new features and refinements to some of the previous PASS-Key/PASS-Key II components. As with the PASS-Key and PASS-Key II anti-theft devices, the PASS-Key III device will remain fully functional once the ignition has been turned off and the key has been removed. No operator action will be required other than removing the key. The PASS-Key III will also use a special ignition key and decoder module. The conventional mechanical key unlocks and releases the steering wheel and transmission lever. However, before the vehicle can be operated, the key's electrical code must be sensed by the key cylinder and properly decoded by the decoder module.

GM stated that the transponder, now embedded in the head of the key for the PASS-Key III device, is stimulated by a coil surrounding the key cylinder. The transponder in the key then emits a modulated signal at a specified radio frequency. The identity of the key is an integral and unique code within the