

Brief description of proposed projects:

- Sewage/Water System
- Emergency Generator

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators Filing FAA Form 1800-31.

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: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Clearfield-Jefferson Counties Regional Airport Authority.

Issued in Jamaica, New York, on May 20, 1997.

Thomas Felix,

AIP Program Manager.

[FR Doc. 97-14095 Filed 5-28-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Rule on Application (97-02-C-00-ERI) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Erie Municipal Airport, Erie, Pennsylvania**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Erie Municipal 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).

DATES: Comments must be received on or before June 30, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Lawrence W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert

August, Executive Director of the Erie Municipal Airport Authority at the following address: 4411 West 12th Street, Erie, Pennsylvania 16505.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Erie Municipal Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: L.W. Walsh, Manager Harrisburg Airports district Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011. 717-730-2831. 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 to impose and use the revenue from a PFC at the Erie Municipal 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 15, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Erie Municipal Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 2, 1997.

The following is a brief overview of the application.

Application number: 97-02-C-00-ERI.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1997.

Proposed charge expiration date: July 1, 2001.

Total estimated PFC revenue: \$1,496,987.

Brief description of proposed projects: The PFC funds will be utilized to fund the following projects.

- Acquire Easement Runway approach
- Install Glycol Recovery System
- Purchase Snow Removal Tractor
- Upgrade Security System
- Rehabilitate Maintenance Snow Removal Storage Building
- Rehabilitate and expand Baggage Area
- Rehabilitate Jetway
- Airfield Expansion
- PFC Administration

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators filing FAA Form 1800-31.

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: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Erie Municipal Airport Authority.

Issued in Jamaica, New York, on May 20, 1997.

Thomas Felix,

AIP Program Manager.

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DEPARTMENT OF TRANSPORTATION**Federal Highway Administration**

[FHWA Docket No. 97-2525]

Notice of Request for Renewal of an Existing Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to renew the information collection that documents a railroad's cost of labor, materials, supplies, and equipment incurred when undertaking Federal-aid highway projects.

DATES: Comments must be submitted on or before July 28, 1997.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to

minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB renewal of this information collection.

FOR FURTHER INFORMATION CONTACT: Mr. Robert C. Winans, Office of Engineering, (202) 366-4656, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Developing and Recording Costs for Railroad Adjustments

Omb Number: 2125-0521.

Background: Under the provisions of 23 U.S.C. 130 and 23 U.S.C. 101(a), Federal-aid highway funds may be used to reimburse State highway agencies when they have paid for the cost of projects that eliminate hazards at railroad/highway crossings or that adjust railroad facilities to accommodate the construction of highway projects. Section 121 of Title 23 establishes the general principle that when Federal-aid highway funds are being used to reimburse State highway agencies for construction costs, Federal payment shall be based on costs incurred.

FHWA regulation, 23 CFR 140, subpart I requires that each railroad company be able to document its costs or expenses for adjusting its facilities. Each railroad company is required to have a system of recording labor, materials, supplies and equipment costs incurred when undertaking necessary railroad work. This record of costs forms the basis for payment by the State highway agency to the railroad company and, in turn, FHWA reimburses the State for its payment to the railroad.

Respondents: Railroad Companies.

Estimated Annual Burden on Respondents: It is estimated that the recording of railroad costs incurred on a typical adjustment takes 16 hours.

Estimated Total Annual Burden: 36,800 hours.

Frequency: Records must be kept for all projects designated for reimbursement with Federal-aid highway funds. Railroads are required to maintain records of costs for 3 years after final payment is received.

Authority: 23 U.S.C. 101(a), 121, and 130; 23 CFR 140, subpart I and 646.

Issued on: April 23, 1997.

George S. Moore,
Associate Administrator for Administration.
[FR Doc. 97-14097 Filed 5-28-97; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket S-945]

Notice of Application for Written Permission Under Section 608 and Section 805(a) of the Merchant Marine Act 1936, as Amended

Pursuant to section 608 and section 805(a) of the Merchant Marine Act 1936, as amended (Act), Seabulk Transmarine Partnership, Ltd. (Seabulk) and Seabulk Transmarine II, Inc. (Seabulk II), by letter dated May 2, 1997, propose that Seabulk, as owner and operator of the U.S.-flag chemical tanker SEABULK AMERICA, will operate the vessel in an essential service of the foreign commerce of the United States pursuant to the Operating-Differential Subsidy Agreement (ODSA) MA/MSB-441, as amended, currently owned by its affiliate, Seabulk II, a wholly owned subsidiary of Hvide Marine Incorporated (Hvide). Accordingly, Seabulk and Seabulk II request (1) consent under section 608 of the Act to the assignment of the ODSA by Seabulk II to Seabulk, and (2) permission, pursuant to section 805(a) of the Act, with respect to the domestic operations of Seabulk's affiliates not covered by prior permissions. The result of the reactivation of the ODSA will be that the SEABULK AMERICA, which has operated in the domestic trade since 1990, will be removed from the domestic trade for at least one year and operated in the worldwide chemical trade, initially pursuant to a time charter to Stolt Parcel Tankers, Inc.

The ODSA was entered into on October 18, 1978 by Suwanee River SPA Finance for the operation of the tug/barge OXY PRODUCER/4102 for a term expiring June 11, 2001. Following the loss of the tug portion, the OXY PRODUCER, the ODSA was assigned in 1982, with the Maritime Administration's (MARAD) approval, to Seabulk II, in connection with Seabulk II's purchase of the barge portion, the 4102. In 1989, the 4102 was incorporated into the SEABULK AMERICA, which is the chemical tanker resulting from the rebuilding of the FUJI, a foreign-built oil tanker rebuilt for the domestic trade pursuant to the Wrecked Vessel Act.

Although Seabulk II ultimately transferred the barge to Seabulk in connection with the rebuilding of the SEABULK AMERICA, it transferred its rights under the ODSA to Crestar Bank, N.A., as trustee, on November 22, 1989. The ODSA was placed into the trust in order to resolve an issue whether an affiliate's purchase of domestic offshore supply boats required permission under section 805(a). Accordingly, under the terms of the trust, no subsidy may be paid pursuant to the ODSA until the termination of the trust, and the trust may be terminated only if MARAD approves a transfer of the ODSA under section 608 or grants permission under section 805(a) with respect to the 1989 supply boat purchase. No subsidy has been paid under the ODSA since its assignment to Seabulk II in 1982.

The applicants are affiliated with Hvide, which, together with its affiliates, operate vessels primarily in the domestic trade. Hvide's operations fall into four principal categories: chemical transportation, petroleum product transportation, offshore energy support, and offshore and harbor towing.

This application seeks permission under section 805(a) for affiliation with the Hvide affiliates conducting the following domestic operations:

(1) Operation of the four chemical tankers SEABULK MAGNACHEM, HMI DYNACHEM, HMI ASTRACHEM, and HMI PETROCHEM in the carriage of chemicals and petroleum products between U.S. ports;

(2) Operation, when delivered, of up to seven new product tankers to be owned by Hvide Van Ommeren Tankers I, II, III, IV, and V, and Hvide Van Ommeren Tankers Options LLC in the carriage of chemicals and petroleum products between U.S. ports;

(3) Ocean towing services and harbor towing and assistance in the ports of Mobile, Port Canaveral, and Port Everglades as set forth in Attachment A, including moving such vessels among those ports as necessary to fulfill obligations to provide tug assist services and including new tugs and/or ship docking modules replacing such vessels in the future;

(4) Operation of 68 supply boats, crew boats, and utility boats, as well as additional vessels of similar types to be constructed or acquired in the future, in the service of offshore oil and gas exploration and production activities in U.S. waters; and

(5) Operation of the Sun State fleet of 10 towboats and 13 barges, as well as replacement towboats and barges to be required, in the carriage of petroleum