

listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Palm Beach County Department of Airports.

Issued in Orlando, Florida on May 15, 1996.

Charles E. Blair,

Manager, Orlando Airports District Office  
Southern Region.

[FR Doc. 96-13027 Filed 5-22-96; 8:45 am]

BILLING CODE 4910-13-M

### **Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at San Angelo Mathis Field, San Angelo, TX**

**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 use the revenue from a PFC at San Angelo Mathis Field 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:** Comment must be received on or before June 24, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Arboth A. Rylant, Airport Manager of San Angelo Mathis Field at the following address: Mr. Arboth A. Rylant, Airport Manager, San Angelo Mathis Field, 8618 Terminal Circle, San Angelo, Texas 76904.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 use the revenue from a PFC at San Angelo Mathis Field 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 Federal Aviation Regulations (14 CFR part 158).

On May 8, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 23, 1996.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Charge effective date:* May 1, 1993.

*Proposed charge expiration date:* March 1, 1998.

*Total estimated PFC revenue:* \$770,752.00.

*PFC application number:* 96-02-U-00-SJT.

*Brief description of proposed project(s):*

Projects to Use PFC's

Perimeter Road,

Extend Runway 36 and Taxiway P (Phase I),

Replace/Relocate ALS Runway 3, and Security Upgrade.

*Proposed class or classes of air carriers to be exempted from collecting PFC's:* Air Charter operators who operated aircraft with a seating capacity of less than 10 passengers.

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: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at San Angelo Mathis Field.

Issued in Fort Worth, Texas on May 8, 1996.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 96-13031 Filed 5-22-96; 8:45 am]

BILLING CODE 4910-14-M

### **Maritime Administration**

[Docket No. M-018; OMB NO: 2133-0504]

### **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 22, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Crawford Ellerbe, Office of Maritime, Labor, Training, and Safety, Maritime Administration, MAR-250, Room 7302, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-5755 or fax 202-493-2288. Copies of this collection can also be obtained from that office.

### **SUPPLEMENTARY INFORMATION:**

*Title of Collection:* Regulations for Making Excess or Surplus Federal Property Available to the U.S. Merchant Marine Academy, The State Maritime Academies, and Approved Nonprofit Maritime Training Institutions.

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

*OMB Control Number:* 2133-0504.

*Form Number:* None.

*Expiration Date of Approval:* June 30, 1996.

*Summary of Collection of Information:* 46 U.S.C. 1295g states that excess or surplus property can only be made available to approved maritime training institutions for specific purposes. The information collected is a statement of need/justification for the desired property.

*Need and Use of the Information:*

Information collection provides a justification and the intended use of the property by the requester and permits determination of compliance with the statutory requirements.

*Description of Respondents:* Maritime training institutions interested in acquiring the excess or surplus property from MARAD.

*Annual Responses:* 120.

*Annual Burden:* 120 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.  
Joel C. Richard,  
*Secretary.*  
[FR Doc. 96-12879 Filed 5-22-96; 8:45 am]  
BILLING CODE 4910-81-P

#### [Docket S-937]

#### **American President Lines, Ltd.; Notice of Application for Amendment of Existing Waiver of Section 804(a) of the Merchant Marine Act, 1936, as Amended**

American President Lines, Ltd. (APL), by application dated May 9, 1996, requests a change in an existing waiver of the provisions of section 804(a) of the Merchant Marine Act, 1936, as amended, for foreign-flag operations of APL, under Operating-Differential Subsidy Agreement, Contract MA/MSB-417.

APL has authority, under a previous section 804 waiver, dated August 10, 1994, to charter slots on Transportacion Maritima Mexicana S.A. de C.V. (TMM) vessels that serve between Mexico, California and the Far East. While the preponderant use by APL of those slots has been for Mexico-Far East cargoes, APL has been using its allocation of slots on TMM vessels to carry a small volume of U.S. commerce cargo between California and the Far East, pursuant to the 804 waiver.

In its May 9, 1996, application, APL states that TMM is in the process of restructuring its Far East service to add larger and faster ships, a result that significantly increases the capacity of the service. The new service, which TMM has already commenced, will be operated with six vessels with an effective capacity of up to 2,800 TEUs on an itinerary Mazanillo-San Pedro-Yokohama-Kobe-Hong Kong-Koahsiung-Kobe-Yokohama-San Pedro-Manzanillo.

APL states that due to the increased TMM vessel capacity, it is applying for an amendment to its August 10, 1994, waiver to increase from 50 FEU to 195 FEU, both inbound and outbound, the number of weekly slots on the TMM vessels that APL may use for the carriage of U.S. commerce cargo.

APL indicates that its primary focus in a slot charter arrangement with TMM has been and continues to be the

Mexico-Asia market. APL points out that direct service to Mexico ports is a far more efficient and less costly way for APL to serve the Mexico-Asia market than intermodally by a combination of all-water service between California and Asia and relay overland service between California and Mexico. However, APL states that the Mexico/Asia market is not large enough for APL to dedicate its own vessels to that trade. Accordingly, APL asserts that the charter of slots on TMM vessels is a necessary vehicle for APL to provide direct all-water service to the Mexico market.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such request within the meaning of section 804 of the Act and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, 400 Seventh Street SW., Washington, DC 20590. Comments must be received no later than 5:00 p.m. on May 30, 1996. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator 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))

By Order of the Maritime Administrator.  
Dated: May 16, 1996.  
Joel C. Richard,  
*Secretary, Maritime Administration.*  
[FR Doc. 96-12878 Filed 5-22-96; 8:45 am]  
BILLING CODE 4910-81-P

#### **War Risk Insurance**

The Office of Inspector General of the Department of Transportation conducted an audit of the Maritime Administration's (MARAD) Financial Statement as of September 30, 1994 (Report No: AD-MA-5-006). Section II: AUDIT REPORT stated that MARAD needed to clarify the participating shipowners' responsibility for losses under the Title XII war risk interim binder program. MARAD had not specifically stated in program documents that losses incurred during the 30 day binder period would be fully recovered through the premiums assessed to participating shipowners.

The purpose of this Notice is to clarify the arrangements for the funding of losses under the binder program, if and

when it is ever activated. It remains the intent of this program that all losses will be paid through the assessment of premiums to the shipowners enrolled in the program. Rates will be fixed promptly upon the activation of the program. Should there be any claims and any shortfall in the Title XII War Risk Insurance Fund, additional premiums would be assessed to enrolled shipowners on a mutual basis. Such assessments will be based on this formula: Each participating shipowner's values for its vessels (numerator) over total stated values for all vessels (denominator) times the shortfall. This assessment procedure will be incorporated on revised Form MA-942, which may be obtained from MARAD or from the American War Risk Agency, which is incorporated by reference in 46 CFR 308.3(a), as revised (61 FR 1130; Jan. 16, 1996). For further information contact: Edmond J. Fitzgerald, Director, Office of Subsidy and Insurance, Maritime Administration, Washington, DC 20590 or telephone (202) 366-2400.

By order of the Maritime Administrator.  
Dated: May 16, 1996.  
Joel C. Richard,  
*Secretary.*  
[FR Doc. 96-13037 Filed 5-22-96; 8:45 am]  
BILLING CODE 4910-81-P

#### **DEPARTMENT OF THE TREASURY**

##### **Fiscal Service**

[Dept. Cir. 570, 1995—Rev., Supp. No. 15]

##### **Surety Companies Acceptable on Federal Bonds; Change of Name; Prudential Reinsurance Co.**

Prudential Reinsurance Company, a Delaware corporation, has formally changed its name to Everest Reinsurance Company, effective April 2, 1996. The Company was last listed as an acceptable surety on Federal bonds at 60 FR 34446, June 30, 1995.

A Certificate of Authority as an acceptable surety on Federal bonds, dated today, is hereby issued under sections 9304 to 9308 to Title 31 of the United States Code, to Everest Reinsurance Company, Dover, Delaware. This new certificate replaces the Certificate of Authority issued to the Company under its former name. The underwriting limitation of \$44,245,000 established for the Company as of July 1, 1995, remains unchanged until June 30, 1996.

Certificates of Authority expire on June 30, each year, unless revoked prior to that date. The Certificates are subject to subsequent annual renewal as