

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 July 8, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: May 1, 1998.

Proposed charge expiration date: March 31, 2001.

Total estimated net PFC revenue: \$307,000.

Brief description of proposed project(s): Impose and Use: Reconstruct runway 12/30; Property acquisition on approach runway 30; Property acquisition on approach runway 12; Taxiway "G" lighting and signage; Access road improvements; Equipment purchase for snow removal; Handicap aircraft access ramp; Equipment storage building for snow removal.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

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, Northwest Mountain Regional, Airports Division, ANM-600, 1601 Lind Avenue SW, Suite 540, Renton, WA 98055-4056.

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

Issued in Renton, Washington on April 8, 1998.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 98-9937 Filed 4-14-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of intent to rule on application to Impose a Passenger Facility Charge (PFC) at San Jose International Airport, San Jose, CA

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 a PFC at San Jose

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).

DATES: Comments must be received on or before May 15, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Regina K. Williams, City Manager, City of San Jose, at the following address: 801 North First Street, San Jose, CA 95110. Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of San Jose under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Marlys Vandervelde, Airports Program Specialist, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2806. 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 a PFC at San Jose 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 March 25, 1998, the FAA determined that the application to impose a PFC submitted by the city of San Jose 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 June 23, 1998.

The following is a brief overview of the impose only application number 98-06-I-00-SJC:

Level of proposed PFC: \$3.00.

Proposed charge effective date: September 1, 1998.

Estimated charge expiration date: December 31, 2000.

Total estimated PFC revenue: \$35,000,000.

Brief description of the imposed only project: Runway 12R-30L and Taxiway Connections Reconstruction to 8,900 feet.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO) 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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the city of San Jose.

Issued in Hawthorne, California, on March 30, 1998.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 98-9938 Filed 4-14-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket MSP-009]

Lykes Bros. Steamship Company, Inc.; Notice of Application for approvals to proposed transfer of Maritime Security Program Operating Agreements (MA/MSP-21 through MA/MSP-23)

Sea Crews II, Inc. (Sea Crews II), as successor in interest to Lykes Bros. Steamship Co., Inc. (Lykes Bros.), by letter dated April 9, 1998, confirmed notification given to the Maritime Administration (MARAD) on July 14, 1997, that it has transferred Maritime Security Program (MSP) Operating Agreements MA/MSP-21, MA/MSP-22, and MA/MSP-23 (MSP Operating Agreements) to First American Bulk Carrier Corporation (FABC), subject to MARAD approval. By letter dated April 9, 1998, FABC has provided notice to MARAD that, assuming approval by MARAD of the transfer of the MSP Operating Agreements from Lykes Bros. to FABC, it intends to assign those agreements to three wholly owned subsidiaries of FABC: First Ocean Bulk Carrier I LLC, First Ocean Bulk Carrier II LLC, and First Ocean Bulk Carrier III LLC (FABC Subsidiaries). One MSP Operating Agreement is to be assigned to each of the FABC Subsidiaries. The MSP Operating Agreements were awarded to Lykes Bros. On December 20, 1996 with regard to applications filed for the LYKES NAVIGATOR (ex ALMERIA LYKES), LYKES DISCOVERER (ex MARGARET LYKES), and LYKES LIBERATOR (ex STELLA

LYKES) (collectively, the Vessels). The Vessels are currently bareboat chartered from Sea Crews II to Lykes Lines Limited, LLC (Lykes Lines). Sea Crews II intends to form a trust to own the Vessels (Owner Trustee). FABC asserts that it, the FABC Subsidiaries, Sea Crews II, and the Owner Trustee are citizens of the United States under section 2 of the Shipping Act, 1916, as amended. Further, FABC reports that Lykes Lines is a U.S. citizen for purposes of obtaining a registry endorsement.

More particularly, the approvals, findings, and determinations requested include those that may be deemed necessary under statute, regulation, or contract in order:

1. For the FABC Subsidiaries to assume the existing bareboat charters of the Vessels from Sea Crews II to Lykes Lines for the term of the MSP Operating Agreements;

2. For Lykes Bros., acting through Sea Crews II, its successor in interest, to transfer the MSP Operating Agreements to FABC, which in turn would assign them to the FABC Subsidiaries;

3. For the FABC Subsidiaries to time charter the Vessels to Lykes Lines for the term of the MSP Operating Agreements.

FABC, by letter dated April 9, 1998, filed an application with MARAD for participation in the MSP with the MSP Operating Agreements. FABC asserts that its application for participation in the MSP provides MARAD the information regarding FABC, the FABC Subsidiaries, and the Vessels required for MARAD to act on the application to transfer the MSP Operating Agreements to FABC, and in turn, to the FABC Subsidiaries.

FABC requests that MARAD:

1. Allow the requested transfers to become effective in accordance with the applications, and pursuant to law; and

2. Take any and all actions that MARAD may deem necessary or appropriate in order to confirm and effectuate FABC's participation (through the FABC Subsidiaries) in the MSP as transferee of the MSP Operating Agreements.

This notice invites comments on maritime policy issues that may be raised by the Lykes Bros./Sea Crews II/FABC proposal relating to the transfer of the MSP Operating Agreements to FABC, and in turn to the FABC Subsidiaries. This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having an interest in this proposal 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, S.W., Washington, D.C. 20590. Comments must be received no later than the close of business on April 27, 1998. This notice is published as a matter of discretion, and the fact of its publication should in no way be considered a favorable, or unfavorable, decision on the application, as filed, or as may be amended. MARAD will consider any comments timely submitted and take such action with respect thereto as may be deemed appropriate.

Dated: April 10, 1998.

By Order of the Maritime Administration.

Edmund T. Sommer, Jr.,

Acting Secretary, Maritime Administration.

[FR Doc. 98-10024 Filed 4-14-98; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-98-3724]

Reports, Forms, and Record Keeping Requirements

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

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before June 15, 1998.

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, S.W., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance Number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from Mr. Michael Robinson, NHTSA Information Collection Clearance Officer, 400 Seventh Street, S.W., Room 6123, NAD-40, Washington, D.C. 20590. Mr. Robinson's telephone number is (202) 366-9456. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

(1) *Title:* 23 CFR Parts 1200, 1204 and 1205 Uniform Safety Program Cost Summary Form (HS 217) for Highway Safety Plan.

OMB Control Number: 2127-0003.

Affected Public: State, Local or Tribal Government.

Abstract: The Highway Safety Act of 1966 (23 U.S.C. 401 *et seq.*) established a formula grant program to improve highway safety in the States. As a condition of the grant, the Act provides that the States must meet certain requirements contained in 23 U.S.C.