

cryptographic products for personal use. These include controls on the temporary export of such items to terrorism-supporting states and destinations subject to United Nations arms embargoes.

(5) An estimate of the total number of travellers and the annual amount of time estimated for an average traveller to record the relevant information: 10,000 travellers at 0.25 hours, or 15 minutes per year.

(6) An estimate of the total public burden (in hours) associated with the information collection: 2500 hours.

If additional information is required contact: Mr. Charles S. Cunningham, Forms Management Officer, United States Department of State, Directives Management Branch, Bureau of Management, Room B-264 M.S., 2201 'C' Street, NW., Washington DC 20520.

Public comment on this revised information collection is strongly encouraged.

Dated: February 8, 1996.

Charles S. Cunningham,

Forms Management Officer, United States Department of State.

[FR Doc. 96-3191 Filed 2-15-96; 8:45 am]

BILLING CODE 4710-25-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 95-003]

Prevention Through People Report

AGENCY: Coast Guard, DOT.

ACTION: Notice; Quality Action Team report complete.

SUMMARY: The Coast Guard announces the completion and availability of the Prevention Through People (PTP) Quality Action Team (QAT) report.

ADDRESSES: Requests for the study should be sent to Commandant (G-MMS-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or by telephone at (202) 267-6827, or by fax at (202) 267-4816.

FOR FURTHER INFORMATION CONTACT: CDR Mark VanHaverbeke, Design and Engineering Standards Division, at U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or by phone at (202) 267-2997.

SUPPLEMENTARY INFORMATION:

Background

Analyses of marine casualties which have occurred over the past thirty years have prompted the safety regime of the

maritime community to evolve from one based primarily upon the development of equipment requirements to one which recognizes the importance of the human element in the system.

Despite the myriad of design requirements in place, significant marine casualties continue to occur. In an effort to further reduce casualties, the role of "human error" in the maritime safety equation needs to be evaluated. This evaluation must encompass not only the man/machine interface and ergonomics aspects, but also the assessment of entire processes, including navigating the vessel, cargo loading/unloading, responding to emergencies, and the relationship between management and vessel crews.

The PTP-QAT was assembled to develop a study to assess how to improve safety and pollution prevention through improvements in areas where people are the major factor in accidents. The report examines the extent of human error in the maritime transportation system; identifies candidate, high risk industries where human error prevails; examines the reasons why human error persists; offers a strategy to refocus prevention efforts on human error and root causes of marine casualties; and recommends an implementation plan to create a participatory, systematic approach to reduce human error related loss of life, injury, and pollution. The QAT developed long-term strategies to implement the PTP program. The study has now been completed and is available to the public.

Dated: February 12, 1996.

Joseph J. Angelo,

Director for Standards, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 96-3603 Filed 2-15-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Notice of Intent To Rule on Application Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Chico Municipal Airport, Chico, 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 and use the revenue from a PFC at Chico 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) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 18, 1996.

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 Mr. Thomas J. Lando, City Manager of the city of Chico at the following address: P.O. Box 3420, Chico, CA. 95927. Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Chico under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA. 94010-1303. Telephone: (415) 876-2805. 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 Chico 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) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 7, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the city of Chico 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 April 12, 1996.

The following is a brief overview of the use application number AWP-96-02-C-00-CIC.

Level of proposed PCF: \$3.00.

Charge effective date: May 1, 1996.

Estimated charge expiration date: September 30, 1998.

Brief description of the impose and use project: Terminal Building Remodel. *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**