

20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 26, 1997.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc. Special Committee 147; Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. Appendix 2), notice is hereby given for a Special Committee (SC)-147 meeting to be held November 4-5, starting at 9:00 a.m. The meeting will be held at the MITRE Corporation, Wilson Building, Room 1B02, 7798 Old Springhouse Road, McLean, VA.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Review and Approval of Minutes of the Previous Meeting; (3) FAA Program Office Report; (4) Requirements Working Group Report; (5) Verification and Validation Presentations; (6) Review and Consideration of Proposed Changes to TCAS II MOPS, v. 7.0 (DO-185A); (7) Special Committee (SC)-186 Report: SC-186 Revised Terms of Reference; (8) FAA Program Office Report on the Use of ADS-B in TCAS; (9) Discussion of Future Work Plan for SC-147; (10) Date and Place of Next Meeting.

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, N.W., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

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Janice L. Peters,

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 96-073; No. 2]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

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

SUMMARY: This document describes three collections of information for which NHTSA intends to seek OMB approval. Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval to collect information from the public, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. Each of the collections for which this document requests comment has been previously approved.

DATES: Comments must be received on or before December 5, 1997.

ADDRESSES: Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to NHTSA's new Docket Management Facility, located on the Plaza Level of the Nassif Building at the U.S. Department of Transportation, Room PL-01, 400 Seventh Street, SW., Washington, DC 20590-0001. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB Clearance Number. The DOT Docket is open to the public from 10 am to 5 pm, Mondays through Fridays.

FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from Mr. Ed Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, SW, Room 6123, Washington, DC 20590. Mr. Kosek's telephone number is (202) 366-2589. Please identify the relevant collection of information by referring to its OMB Clearance 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 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 regulations (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; and

(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 public comment on the following proposed collections of information:

Names and Addresses of First Purchasers of Motor Vehicles, 49 U.S.C. 30117(b)

Type of request—Reinstatement of clearance.

OMB Clearance Number—2127-0044.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—Three years after date of expiration of existing clearance.

Summary of the Collection of Information—By statute (49 U.S.C. 30117 (b) Maintaining Purchaser Records and Procedures), motor vehicle manufacturers are required to collect and retain the names and addresses of first purchasers of new motor vehicles, so that the manufacturer can directly notify those persons in the event the vehicle is recalled.

Description of the Need for the Information and Proposed Use of the Information—If there is a safety-related recall of the motor vehicle, the vehicle manufacturer needs to identify the first purchaser of the motor vehicle. Thus, the vehicle manufacturers will use the names and addresses to inform the first purchaser of the recall, and to explain what actions the purchaser should take.

Description of the Likely Respondents (Including Estimated Number and Proposed Frequency of Response to the Collection of Information)—The respondents are vehicle dealers which collect the information, and vehicle manufacturers which store the information. Since this practice of

recording and storing the names and addresses of first purchasers was followed by vehicle manufacturers for their commercial purposes before the requirement was enacted, NHTSA does not believe that any added costs result from this requirement.

There are approximately 14.25 million new vehicles sold each year. There are approximately 19,000 dealers. The agency estimates that each dealer takes approximately three minutes to record the name and address of the first purchaser of the motor vehicle. The dealer collects the information once. The dealer forwards the information to the vehicle manufacturer, which retains the information.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—NHTSA estimates that the total time spent recording names and addresses of purchasers of 14.25 million new vehicles per year would be no more than 712,500 hours. Assuming a value of \$10 per hour, this time can be valued at \$7,125,000. Dealers without computer access to the vehicle manufacturers generally return their sales cards once a month. With 19,000 dealers making twelve mailings each year, and paying \$2.00 postage for each mailing, the annual postage costs would equal \$456,000.

NHTSA estimates that each vehicle manufacturer spends 238 hours each year appropriately handling the information received from the dealers. Again, assuming a value of \$10 per hour, this results in handling costs of \$2,380. Total costs per annum could then be estimated as \$7,958,380. NHTSA acknowledges that this estimate is imprecise, but knows of no way to develop a more precise cost estimate without conducting a separate information collection just to answer this question.

Summary:

REPORTING	\$7,500,000
MAILING	456,000
RECORDKEEPING	2,380
TOTAL Annual Cost	7,958,380

49 CFR Part 556—Petitions for Inconsequentiality

Type of Request—Reinstatement of clearance.

OMB Control Number—2127-0045.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—Three years after date of expiration of existing clearance.

Summary of the Collection of Information—This collection of

information allows NHTSA to receive petitions from manufacturers to excuse inconsequential defects or noncompliances with the Federal Motor Vehicle Safety Standards. The procedures for petitioning are established at 49 CFR part 556, *Petitions for Inconsequentiality*. This regulation establishes the procedures for manufacturers to submit such petitions to the agency, the contents of such petitions, and the criteria the agency will use in evaluating those petitions.

Description of the Need for the Information and Proposed Use of the Information—In a petition, the vehicle manufacturer provides information in order to obtain relief from NHTSA. Without NHTSA's determination that a defect or noncompliance is inconsequential, a manufacturer of motor vehicles or motor vehicle equipment is required to notify all distributors, dealers, and purchasers of every defect or noncompliance that is determined to exist in its products, and to remedy that defect or noncompliance. Part 556 sets forth the form and content of petitions for relieving manufacturers from the statutory notice and remedy requirements for those defects or noncompliances the manufacturer believes are inconsequential as they relate to safety.

There are two possible consequences if this collection of information were not conducted. First, it is possible that the agency would not receive the information it needs to make a determination that a defect or noncompliance is inconsequential. In this case, manufacturers would be statutorily required to follow the notice and remedy provisions for every defect or noncompliance.

Second, it is possible that the agency would have to conduct a full public hearing whenever a manufacturer claimed a defect or noncompliance was inconsequential. Whether the claim of inconsequentiality were ultimately determined to be spurious or meritorious, a full hearing would impose a burden on both the agency and the petitioning manufacturer.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—NHTSA estimates that approximately 15 petitions are filed per year. Petitions are filed entirely at the discretion of the manufacturer.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—Annual costs to the petitioners can be estimated as follows: about 15 petitions for inconsequential

noncompliance are filed each year. Based on the length of the petitions (usually 3-4 typewritten pages) and the amount of documentation included, NHTSA estimates that it would take a petitioner about 2 hours to prepare one of these petitions. Multiplying this two hour burden by the 15 petitions filed annually yields an estimated annual burden of 30 hours for the petitioners under Part 556.

If we assume a value of \$20 per hour, the annual cost of preparing these petitions is about \$60. Adding in the postage cost of \$4.80 (15 petitions, at a cost of 32 cents to mail each one), we estimate that it costs petitioners about \$605 annually to prepare and submit these inconsequential petitions.

There are no recordkeeping costs to the manufacturers.

49 CFR Part 566—Manufacturers' Identification

Type of Request—Reinstatement of clearance.

OMB Control Number—2127-0043.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—Three years from date of approval.

Summary of the Collection of Information—This collection of information requires every manufacturer of motor vehicles and/or replacement equipment to file with NHTSA on a one-time basis, the company name, address, and description of the motor vehicle type or of covered equipment manufactured.

Description of the Need for the Information and Proposed Use of the Information—NHTSA needs this information because under 49 U.S.C. 30118, manufacturers must determine if any motor vehicle or item of replacement equipment contains a defect related to motor vehicle safety or fails to comply with an applicable Federal Motor Vehicle Safety Standard. Following such a determination, the manufacturer is required to notify the Secretary of Transportation, owners, purchasers and dealers of motor vehicles or replacement equipment, of the defect or noncompliance and to remedy the defect or noncompliance without charge to the owner.

If the information was not reported, the agency would not be able to locate the manufacturer promptly if a defect or noncompliance in a motor vehicle or equipment was found.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—NHTSA estimates that the number of respondents per year is 100.

Each respondent provides the information once. NHTSA estimates it takes 15 minutes to prepare the information. The estimated total burden on all respondents for this standard is 25 hours per year.

Based on an assumed clerical cost of \$20.00 per hour, it costs each manufacturer \$5.00 to prepare the information. Some of the vehicle and equipment manufacturers are outside of the United States, and postage (on the average from a foreign country) is approximately \$1.00 per letter. Thus, each response costs the manufacturer a total of \$6.00. (NHTSA knows the total is overstated; the majority of vehicle and equipment manufacturers are in the United States, and postage would be 32 cents.) Since NHTSA estimates the number of respondents per year is 100, the total cost on all respondents per year is approximately \$600.00.

Since they are not required to keep copies of the information provided to NHTSA, there are no recordkeeping costs to the manufacturers.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued: September 30, 1997.

John Womack,

Acting Chief Counsel.

[FR Doc. 97-26375 Filed 10-3-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Part 291 Domestic Cargo Transportation

AGENCY: Bureau of Transportation Statistics, (DOT).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of

Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need and usefulness of DOT requiring air carriers holding section 418 certificates, that do not submit Form 41 reports, to file Form 291-A "Statement of Operations and Statistics Summary for Section 418 Operations" pursuant to 14 CFR 291.42. Form 291-A is used to monitor air-cargo activity carried on strictly all-cargo flights.

DATES: Written comments should be submitted by December 5, 1997.

ADDRESSES: Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

COMMENTS: Comments should identify the OMB #2138-0023 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB #2138-0023. The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT:

Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0023

Title: Domestic Cargo Transportation Part 291.

Form No.: 291-A.

Type of Review: Extension of a currently approved requirement.

Respondents: Certificated domestic all-cargo carriers.

Number of Respondents: 3 domestic all-cargo carriers.

Total Annual Burden: 12 hours.

Needs and Uses: Form 291-A financial data are reviewed in connection with an air carrier's operations when concerns arise as to a carrier's financial condition as evidenced by reported losses and delinquency in payments to creditors. Data comparisons are made between current and past periods in order to assess the current financial positions. Financial trend lines are extended into the future to evaluate the continued viability of the carrier.

When an all-cargo carrier wishes to extend its operation to passenger service, the carrier's prior Form 291-A filings are examined as a source document to help determine the carrier's financial condition.

FAA's Safety Indicators Division is developing an integrated approach to exposure data (Form 291-A is a part of this data) in the aviation industry to support the Safety Indicators Program. FAA's National Safety Data Center is currently using Form 291-A in compiling annual year end flight hours, miles flown, and departures. Also, these activity data are used by the National Transportation Safety Board in determining the airline industry's annual safety indexes.

Commercial all-cargo activity data are used by the FAA in estimating the excise tax paid by shippers and held by the all-cargo air carriers. Although a precise tax figure cannot be computed from the Form 291-A reports (because some cargo movements are exempted from the excise tax), an estimation is possible for revenue budgeting purposes.

Timothy E. Carmody,

*Director, Office of Airline Information,
Bureau of Transportation Statistics.*

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