

Analysis, Office of the Secretary, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

SUPPLEMENTARY INFORMATION:

Title: Procedures and Evidence Rules for Air Carrier Authority Applications:

14 CFR Part 201—Air Carrier Authority under Subtitle VII of Title 49 of the United States Code (Amended);

14 CFR Part 204—Data to Support Fitness Determinations;

14 CFR Part 291—Cargo Operations in Interstate Air Transportation.

OMB Control Number: 2106-0023.

Expiration Date: January 31, 1997.

Type of Request: Reinstatement, without change, of a previously approved collection for which approval has expired.

Abstract: In order to determine the fitness of persons seeking authority to engage in air transportation, the Department collects information from them about their ownership, citizenship, managerial competence, operating proposal, financial condition, and compliance history. The specific information to be filed by respondents is set forth in 14 CFR Parts 201 and 204.

Respondents: Persons seeking initial or continuing authority to engage in air transportation of persons, property, and/or mail.

Estimated Number of Respondents: 139.

Average Annual Burden per Respondent: 35.25 hours.

Estimated Total Burden on Respondents: 4,900 hours.

This information collection is available for inspection at the Air Carrier Fitness Division (X-56), Office of Aviation Analysis, DOT, at the address above. Copies of 14 CFR Parts 201 and 204 can be obtained from Ms. Carol Woods at the address and telephone number shown above.

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC on June 17, 1997.

John V. Coleman,

Director, Office of Aviation Analysis.

[FR Doc. 97-16401 Filed 6-23-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Request for Reinstatement, Without Change, of a Previously Approved Collection for Which Approval has Expired

AGENCY: Office of the Secretary, DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended), this notice announces the Department of Transportation's (DOT) intention to request the reinstatement, without change, of a previously approved collection for which approval has expired.

DATES: Comments on this notice must be received by August 25, 1997.

ADDRESSES: Comments should be directed to the Air Carrier Fitness Division (X-56), Office of Aviation Analysis, Office of the Secretary, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Carol A. Woods, Air Carrier Fitness Division (X-56), Office of Aviation Analysis, Office of the Secretary, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

SUPPLEMENTARY INFORMATION:

Title: Use and Change of Names of Air Carriers, Foreign Air Carriers, and Commuter Air Carriers, 14 CFR Part 215.

OMB Control Number: 2106-0043.

Expiration Date: September 30, 1996.

Type of Request: Reinstatement, without change, of a previously approved collection for which approval has expired.

Abstract: In accordance with the procedures set forth in 14 CFR Part 215, before a holder of certificated, foreign, or commuter air carrier authority may hold itself out to the public in any particular name or trade name, it must register that name or trade name with the Department, and notify all other certificated, foreign, and commuter air carriers that have registered the same or similar name(s) of the intended name registration.

Respondents: Persons seeking to use or change the name or trade name in which they hold themselves out to the public as an air carrier or foreign air carrier.

Estimated Number of Respondents: 19.

Average Annual Burden per Respondent: 4.6 hours.

Estimated Total Burden on Respondents: 87.4 hours.

This information collection is available for inspection at the Air Carrier Fitness Division (X-56), Office of Aviation Analysis, DOT, at the address above. Copies of 14 CFR Part 215 can be obtained from Ms. Carol Woods at the address and telephone number shown above.

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC on June 17, 1997.

John V. Coleman,

Director, Office of Aviation Analysis.

[FR Doc. 97-16402 Filed 6-23-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms, and Recordkeeping Requirements; Agency Information Collection Activities Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected cost and burden. The **Federal Register** Notice with a 60-day

comment period soliciting comments on the following collections of information was published in 62 FR 15960, April 3, 1997.

DATES: Comments must be submitted no later than July 24, 1997.

FOR FURTHER INFORMATION CONTACT: Ms. Gloria Eutsler, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 400 Seventh Street, SW., Washington, DC 20590, (202) 632-3318.

SUPPLEMENTARY INFORMATION:

Federal Railroad Administration (FRA)

Title: Certification of Glazing Material

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

OMB Control Number: 2130-0525.
Abstract: FRA's Safety Glazing Standards (49 CFR Part 223) establish minimum requirements for glazing materials to protect individuals from personal injury as a result of objects striking the windows of locomotives, passenger cars and cabooses. Specifically, Appendix A of Part 223 establishes requirements for the certification and permanent marking of glazing materials by the manufacturer along with the responsibility of the manufacturer to make available test verification data to railroads and the FRA upon request. The certification, marking and supporting testing data assures the railroads and the FRA that the particular type of glazing material has been tested and verified for use as either FRA Type I or Type II glazing.

Estimated Annual Burden Hours: 321.

Form Number(s): N/A.

Affected Public: Railroad Businesses.

Number of Respondents: 5.

Title: Rear-end Marking Devices

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

OMB Control Number: 2130-0523.
Abstract: On January 11, 1977, FRA issued Part 221 (Rear End Marking Device—Passenger, Commuter and Freight Trains) of Title 49, Transportation. Through the requirements of this CFR part, FRA ensures that marking devices for the trailing end of rear cars meet minimum requirements regarding visibility and display. The regulations establish the performance standards for "highly visible" marking devices in order to be approved by the Federal Railroad Administrator. The required submissions and recordkeeping requirements enables FRA's enforcement personnel to effectively control the use of illegal, ineffective, or

approved devices which do not provide sufficient "visibility" to maintain the desired degree of safety in train operations.

Estimated Annual Burden Hours: 21.
Form Number(s): N/A.

Affected Public: Railroad Businesses.
Number of Respondents: 5.

Title: Transmission of Train Order by Radio

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

OMB Control Number: 2130-0524.
Abstract: As a result of increasing human-factor related accident rates, including those accidents attributed to misuse of radios in railroad operations, the FRA determined that there was a need for stricter rules governing the use of radios in railroad operations. Many unsafe practices in the use of radios in railroad operations were occurring routinely. On January 27, 1977, the FRA published in the **Federal Register** a final rule establishing a new Part 220 (Radio Standards and Procedures) which prescribes mandatory procedures governing the use of radio communications in connection with railroad operations. FRA's Office of Safety personnel reviewed this information to determine that the minimum standards established by the regulation are being met and will enable both the railroads and the FRA to focus attention on these procedures which are unique to radio-train operations. FRA's analysis of the submittal will enable it to identify unsafe operating practices in the use of radio communications in railroad operations. If the submissions were not required, accidents would then be the primary method of identification and prevention efforts would be hampered.

Estimated Annual Burden Hours: 240,000.

Form Number(s): N/A.

Affected Public: Railroad Businesses.

Number of Respondents: 400.

Title: Railroad Operating Rules and Radio Standards and Procedures

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

OMB Control Number: 2130-0035.
Abstract: As a result of an increasing number of accidents caused by human factors, the FRA determined that railroad operating rules, implemented by all of the nation's railroads, needed regulatory review. On November 23, 1974, FRA issued Part 217 (Railroad Operating Rules), 39 FR 41175 (1974). These rules were substantially revised on August 22, 1994. The requirements

of this rule enables FRA to monitor each railroad's compliance with its operating rules regarding the movement of trains and other rolling equipment in the railroad industry and the operating rules instructions that each railroad provides to its employees. FRA's Office of Safety analyzes the information in considering waiver petitions, accident investigations, and inquiries into operating practices on selected railroads. Information will also enable the FRA to review amendments to railroad operating rules, timetables, and timetable special instructions and evaluate those changes in reference to operational safety. Furthermore, this information enables FRA to monitor a railroad's compliance with its operating rules and evaluate a railroad's program to achieve employee compliance with its operating rules. If this information was not made available to FRA, such nondisclosure would impede prevention efforts, leaving accidents as the primary method to identify unsafe railroad operating practices.

Estimated Annual Burden Hours: 131,147.

Form Number(s): N/A.

Affected Public: Railroad Businesses.

Number of Respondents: 600.

Title: State Safety Participation Regulations

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

OMB Control Number: 2130-0509.
Abstract: On October 16, 1970, Congress enacted the Federal Railroad Safety Act of 1970 (45 U.S.C. 435). This Act gave the Secretary of Transportation the authority to prescribe, as necessary, appropriate rules, regulations, orders, and standards for all areas of railroad safety. In order to establish nationally uniform railroad regulations, the statute envisioned that the Federal Government would be responsible for the establishment and primary enforcement of railroad safety regulations. To assist in achieving this goal, conflicting state rules were preempted. In lieu of their prior role, states were given the opportunity to participate with the Federal Government in carrying out a portion of the investigative and surveillance activities relating to any safety rules issued under this statute.

FRA implemented this statutory concept with the adoption of the State Participation Regulation in 1975 (49 CFR Part 212) which provided the necessary administrative and legal framework for enforcement and funding purposes. Federal funding for the state participation program was eliminated in Fiscal Year 1986. State inspectors are

now authorized to work in all FRA inspection disciplines. States can currently inspect track, freight cars, locomotives, brake systems, operating practices, safety glazing, safety appliances, hazardous materials, and signal systems. FRA continues to assist the states in (1) certifying their inspectors and provides on-the-job and classroom training and (2) coordinating and consolidating state inspection plans into FRA's National Inspection Plan. This plan is revised annually to reflect current safety issues and to establish the priority of national inspection efforts and ensure coordination with state safety programs.

The information is collected in order to comply with Federal railroad safety laws and regulations concerning the State Participation Program. Inspection information received from state agencies on their railroad safety investigative and surveillance activities will be used by FRA to implement the statutory laws. A portion of the information is needed to establish the legal authority for certain aspects in processing administrative or litigation responses in noncompliance situations. The final portion of the information is needed for the overall administration and management of the program. These data are used in monitoring the effectiveness of the program and in preparing various annual safety reports including mandated reports to the Congress. From this information, FRA can determine if the State Participation Program is being productive and properly managed.

Estimated Annual Burden Hours: 12,041.

Form Number(s): 6180.10, 29, 29A, 67, 68, 68A, 69, 79, 96, 96A, 96B.

Affected Public: States, Local or Tribal Government.

Number of Respondents: 32.

Title: Qualification of Locomotive Engineers

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

OMB Control Number: 2130-0533.

Abstract: Section 4 of the Rail Safety Improvement Act of 1988 required FRA to adopt rules prescribing the licensing or certification of locomotive operators. Under the statute those rules were to be structured so that (1) FRA approves the qualification standards set by railroads; (2) FRA prescribes minimum training requirements; (3) FRA requires comprehensive knowledge of relevant operating procedures; and (4) consideration of motor vehicle driving records (including data on file with the National Driver Register maintained by National Highway Traffic Safety

Administration) (NHTSA) is provided for. On June 19, 1991, FRA issued a final rule on Qualifications for Locomotive Engineers implementing the requirements of Section 4 of the Rail Safety Improvement Act of 1988.

Information collection requirements concerning individuals primarily will be used by railroads to evaluate each person's qualification to be a locomotive operator. Secondary usage will be made by FRA in monitoring those qualification determinations and in certain circumstances (appeals of improper denial or revocation of certification) direct review of the person's fitness to be a locomotive operator. Information concerning an individual encompasses four areas: (1) Eligibility to be a locomotive operator based on prior conduct; (2) physical fitness to perform the task in terms of visual and hearing acuity; (3) possession of adequate knowledge to perform the task as demonstrated by successful passage of examinations; and (4) possession of adequate operational skills as demonstrated by successful passage of performance skill tests. In the absence of the data or any subset of this data, it will not be possible for a railroad to determine whether a person is qualified to operate a locomotive. Stated conversely, railroads will be free to certify unqualified persons to operate locomotives. Furthermore, absent such data it would not be possible for FRA to determine whether a railroad had acted appropriately in granting or denying a person certification.

Information collection requirements concerning particular railroads will be used by FRA to evaluate the quality of each railroad's localized aspect of the overall program. Information concerning each railroad's program encompasses eight areas: (1) the selection of designated supervisors of locomotive engineers, (2) the selection of the classes of service for engineers, (3) the evaluation of the safety conduct of engineers, (4) the evaluation of engineer's hearing and visual acuity, (5) the education of engineers, (6) the testing of engineers, (7) the operational monitoring of engineers and (8) the procedural aspects of the operation of the certification program. In the absence of the data or any subset of this data, it will not be possible for FRA to determine whether a railroad has an appropriate method for determining that a person is qualified to operate a locomotive.

Estimated Annual Burden Hours: 182,362.

Form Number(s): N/A.

Affected Public: Railroad Businesses
Number of Respondents: 620.

Title: Hours of Service Regulations

Type of Request: Reinstatement, with change, of a previously approved collection for approval has expired.

OMB Control Number: 2130-0005.

Abstract: These requirements resulted from enactment of the Hours of Service Act of 1907, later revised in 1969 by Public Law 91-169. Further amendments were enacted as part of the Federal Railroad Safety Authorization Act of 1976, Public Law 94-348. The stated purpose of the Act is " * * * to promote the safety of employees and travelers upon railroads by limiting the hours of service of employees * * *."

Congress enacted the Act because of the many serious accidents that were occurring before the limitations were imposed. The Act specified the maximum working hours of employees engaged in one or more critical categories of work. Through the requirements of 49 CFR Part 228, the Federal Railroad Administration administers the requirements of the Hours of Service Act.

The recordkeeping requirements contained in 49 CFR Part 228 were designed to collect the hours of duty for covered employees, and records of train movements. Railroads whose employees have exceeded maximum duty limitations must report the circumstances. These requirements serve as a deterrent to violations and to document violations for prosecution. Loss of life caused by excess service today is practically non-existent.

The regulations pertaining to construction of employee sleeping quarters are contained in Subpart C of 49 CFR Part 228 (Hours of Service of Railroad Employees). A railroad that has developed plans for construction or reconstruction of sleeping quarters must obtain approval of the Federal Railroad Administration by filing a petition conforming to the requirements of Sections 228.101, 228.103, and 228.105.

FRA's Office of Safety utilizes the information while performing compliance, violation and accident investigations. Without this information, FRA would be handicapped during enforcement and a railroad would permit excess service to occur.

The information contained in the petitions for approval for construction of employee sleeping quarters is used by FRA headquarters staff to prepare and issue the public notice, by regional staff in investigation of the petitions, and by the Associate Administrator for Safety to render an informed and logical approval or denial of such petitions.

Estimated Annual Burden Hours: 748,791.

Form Number(s): 6180.3.

Affected Public: Railroad Businesses.

Number of Respondents: 400.

Title: Designation of Qualified Persons (Track) and Records of Results of Track Inspections

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

OMB Control Number: 2130-0010.

Abstract: The Track Standards (49 CFR 213) establish requirements for the inspection of all track to determine its suitability for train operation and Section 213.7 prescribes that inspections for determination of safety compliance must be conducted by persons possessing the necessary qualifications and authority to institute immediate remedial action. Since the first indications of impending safety defects must be recognized and acted upon by the railroad employee assigned to inspect track, it is imperative that the individual assigned possess the experience and knowledge required to effectively perform that function. The railroads are required to assure themselves that any person assigned to inspect track or repair track is indeed qualified and to maintain a list of those employees. The form of that record is left to the discretion of the railroad and may be computerized. However, the record must show each designation in effect and the basis for each designation. These records must be kept current and available to Federal and State track inspectors engaged in the enforcement of the Track Standards.

Subpart F of the Track Standards (49 CFR 213) establishes requirements for the inspection of all track by qualified persons to determine its suitability for train operation and Section 213.241 prescribes that appropriate records of those inspections be maintained at the railroad's division headquarters. The form of that record is left to the discretion of the railroad and may be either preprinted or computerized. However, the record must show when the inspection was made, the specific track inspected, any conditions which requires repair and must be signed by the inspector. Track inspection records must be retained at the railroad's division headquarters for one year. Rail inspection records must be retained for two years after the inspection.

These reports are used initially by the railroad companies to see that tracks are inspected periodically, that the inspectors are properly qualified, that the tracks are in safe condition for train operations, and the reports may be used for maintenance planning where repetitive defective conditions occur.

These same inspection reports are examined periodically by Federal and State investigators to determine the railroad's compliance with the inspection frequency requirement of the Track Safety Standards and persons assigned to inspect tracks have been properly designated. By comparison of remedial action notations on the reports with actual track conditions, it is possible to judge the quality of railroad performed inspections. The railroads employ some 5,000 persons who are routinely engaged in track inspection and the review of these reports may reveal weaknesses, if any, in the railroad's inspection and maintenance program or discrepancies in employee designation. The absence of these inspection reports would substantially harm the Government's railroad safety program.

Estimated Annual Burden Hours: 1,764,774.

Form Number(s): N/A.

Affected Public: Railroad Businesses.

Number of Respondents: 500.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: DOT Desk Officer. Comments are invited on whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC on June 17, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-16400 Filed 6-23-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 97-035]

Vessel Response Plan Workshop

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Coast Guard, together with the Maritime Association of the

Port of NY/NJ, is conducting a workshop to solicit comments from the public on potential changes to the marine salvage and firefighting requirements currently found in 33 CFR 155. This workshop is intended to serve as an open forum for the discussion of issues relevant to specifying salvage and firefighting response capabilities and responsibilities. Federal, state, and local agencies and the public are invited to participate and provide oral or written comments. This notice announces the date, time, location, and format for the workshop.

DATES: The workshop is scheduled for Tuesday, August 5, 1997, from 8:00 a.m. to 5:00 p.m.

ADDRESSES: The workshop will be held at the Holiday Inn and Suites, 625 1st Street, Alexandria, Virginia. Written comments should be mailed to Commandant (G-MOR-3), Room 2100, U.S. Coast Guard, 2100 Second Street, SW., Washington, DC 20593-0001, ATTN: LT Roger Laferriere.

FOR FURTHER INFORMATION CONTACT: LT Roger Laferriere, Response Operations Division (G-MOR-3), U.S. Coast Guard, telephone (202) 267-0448, fax (202) 267-4085.

SUPPLEMENTARY INFORMATION: The vessel response plan regulations found in 33 CFR 155 require vessel owners and operators to identify salvage and firefighting assets in their response plans. These assets must be ensured available through the use of contracts or other approved means.

Due to concerns over the capacity of salvage and firefighting resources in the United States that existed in 1993, no specific response times were mandated for the salvage or firefighting resources for five years. However, under the final rule, Vessel Response Plans, 61 FR 1052 (January 12, 1996), beginning on February 18, 1998, vessel response plans submitted for approval must identify salvage and firefighting resources that are capable of being deployed to the port nearest to the area in which the vessel operates within 24 hours of notification.

The regulations currently leave it up to vessel owners and operators to determine their salvage and firefighting response needs, and to arrange for the appropriate level of resources. In order to ensure consistency throughout the U.S., and to ensure that adequate salvage and firefighting resources are in place as required, the Coast Guard is considering amending the regulations to specify requirements for salvage and firefighting contractors.

The workshop format will consist of an opening plenary session to discuss