

Individuals choosing to submit their proposals by Express Mail, Federal Express, UPS, etc. must use the following address: U.S. MAB Secretariat, Room 107, 2430 E Street NW, Washington, DC 20520.

Dated: November 28, 1997.

Roger E. Soles,

Executive Director, U.S. Man and the Biosphere Program, Office of Ecology and Terrestrial Conservation.

[FR Doc. 97-32226 Filed 12-9-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

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

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for approval. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published in 62 FR 43416, August 13, 1997.

DATES: Comments must be submitted on or before January 9, 1998.

FOR FURTHER INFORMATION CONTACT: Sylvia Barney, (202) 366-6680 and refer to the OMB Control Number.

SUPPLEMENTARY INFORMATION:

Federal Transit Administration (FTA)

Title: 49 U.S.C Section 5310-Capital Assistance Program for Elderly Persons and Persons with Disabilities and Section 5311-Nonurbanized Area Formula Program.

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

OMB Control Number: 2132-0500.

Form(s): N/A.

Affected Public: State and local government, business or other for-profit institutions, non-profit institutions, and small business organizations.

Abstract: The Capital Assistance Program for Elderly Persons and Persons with Disabilities provides financial assistance for the specialized transportation service needs of elderly

persons and persons with disabilities. The program is administered by the States and may be used in all areas, urbanized, small urban, and rural. The Nonurbanized Area Formula Program provides financial assistance for the provision of public transportation services in nonurbanized areas and this program is also administered by the States. 49 U.S.C. Sections 5310 and 5311 authorize FTA to review applications for federal financial assistance to determine eligibility and compliance with statutory and administrative requirements. Information collected during the application stage includes the project budget, which identifies funds requested for project implementation; a program of projects, which identifies subrecipients to be funded, the amount of funding that each will receive, and a description of the projects to be funded; the project implementation plan; the State management plan; a list of annual certifications and assurances; and public hearings notice, certification and transcript. The applications must contain sufficient information to enable FTA to make the findings required by law to enforce the program requirements. Information collected during the project management stage includes an annual financial status report, an annual program status report, and pre-award and post-delivery audits. The annual financial report and program status report provide a basis for monitoring approved projects to ensure timely and appropriate expenditure of federal funds by grant recipients.

Estimated Annual Burden Hours: 11,370.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FTA 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 December 3, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-32262 Filed 12-9-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

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

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 3501, *et seq.*) this notice announces that the Information Collection Request (ICR) abstracted below has 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 collection of information was published in 62 FR 41462, August 1, 1997.

DATES: Comments on this notice must be received on or before January 9, 1998.

FOR FURTHER INFORMATION CONTACT: Jack Schmidt, Office of Aviation and International Economics, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 400 Seventh St. SW, Washington, DC 20590 at (202) 366-5420 or (202) 366-7638 (FAX).

SUPPLEMENTARY INFORMATION:

Office of the Secretary

Title: Information Collection of Data on Passenger Travel by Air.

OMB Control Number: 2105-0535.

Affected Public: All U.S. airlines providing scheduled passenger service and all computer reservations systems (CRSs) operating in the United States.

Abstract: The requested extension of the information collection contained in approved control number 2105-0535 covers the data necessary to complete the Study of Rural Air Fares that was required by the Federal Aviation Administration Reauthorization Act of 1996 (Pub. L. 104-264). This study, among other things, was to analyze air fares paid between small communities and large hub airports with fares between large hub airports.

Need: Currently, DOT collects air fare data from certain air carriers as part of the *Passenger Origin and Destination Survey* ("Survey"). This Survey is based on a ten percent sample of passenger tickets and is reported to the Department on a quarterly basis by the large certificated air carriers. In the course of analyzing these data with reference to the small communities, the Department has tentatively concluded that because of the small size of the sample and the absence of smaller carriers from the database, the current data are unrepresentative and inadequate for providing proper analysis. The Department is therefore developing an alternative database to meet its needs.

The Department is requiring airlines and CRSs to provide these data. In order to minimize the burden of providing these data, the Department has suggested the use of the Ticket Control Number (TCN) files or similar data sources. In the process of making reservations and ticketing airline passengers, airlines and CRSs electronically record most transactions in TCN files for various accounting, reconciliation and control purposes. Each TCN file contains approximately 150 individual data items including the data elements of carrier identification, passenger itinerary and fare needed by the Department. Under a current data interchange program, most airlines and CRSs routinely submit the TCN data to the Airline Tariff Publishing Company (ATPCO). The Department believes that these files, as submitted to ATPCO, provide an ideal source of the type of comprehensive data that it is seeking. To the extent that airlines do not use CRSs for reservations, the Department is taking whatever steps are necessary to provide as complete a database as possible.

Estimated Annual Burden Hours: 888.

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 December 3, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-32263 Filed 12-9-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Privacy Act of 1974: Systems of Records

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: DOT intends to establish a new system of records under the Privacy Act of 1974 and to exempt it from certain provisions of the Act.

DATES: January 20, 1998.

FOR FURTHER INFORMATION CONTACT:

Crystal M. Bush at (202)366-9713 (Telephone), (202)366-7066 (Fax), crystal.bush@ost.dot.gov (Internet Address).

SUPPLEMENTARY INFORMATION: The Department of Transportation systems of records notices subject to the Privacy Act of 1974 (5 U.S.C. 552a), as amended, have been published in the **Federal Register** and are available from the above mentioned address.

SYSTEM NUMBER:

DOT/CG 588.

SYSTEM NAME:

Marine Safety Information System (MSIS).

SECURITY CLASSIFICATION:

MSIS is unclassified, sensitive.

SYSTEM LOCATION:

United States Coast Guard (USCG), Operations Systems Center, 175 Murrall Drive, Martinsburg, WV 25401.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals with established relationship(s)/association to vessels or facilities that are state-numbered and/or titled and U.S. Coast Guard-documented, and that are included in the Marine Safety Information System (MSIS). Specifically, owners or agents of such vessels, as well as lienholders.

CATEGORIES OF RECORDS IN THE SYSTEM:

a. Records containing vessel identification information and vessel characteristics on state-numbered and/or titled vessels or Coast Guard-documented vessels including: vessel name (if Coast Guard-documented),

make of vessel or name of vessel builder, manufacturer year/year vessel built, vessel model year, title number, Coast Guard official number, certificate of number assigned by the state including expiration date, hull identification number, length of vessel, type of vessel, hull type, propulsion type, fuel type, primary use, endorsements (if Coast Guard documented), and hailing port name endorsements (if Coast Guard documented).

b. Records containing personal information including: name of each owner, address of principal place of residence of at least one owner, mailing address if different from the principal place of residence, and either an owner's social security number, date of birth and driver's license number, or other individual identifier. If a vessel owner is a business, the business address and taxpayer identification number will be included.

c. Records containing lienholder and insurance information including: name of lienholder, and city and state of principal place of residence or business of each lienholder.

d. Records containing law enforcement information including: law enforcement status code (stolen, recovered, lost, destroyed, or abandoned), law enforcement hold, reporting agency, originating case number, MSIS user identification, incident location, last sighted date/time/location, law enforcement contact and phone number, and hours of operations.

e. Records containing vessel registration information including: registration and, if applicable title number including effective and expiration date, issuing authority, and, for Coast Guard documented vessels, the official number.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

33 U.S.C. 1228; 46 U.S.C. 2103, 6101, 6102, 6307(c), 6301, 7101, 7309, 3301, 3714, 3717.

PURPOSE(S):

The purpose of MSIS is to establish a system of records to build safety performance histories of vessels, marine facilities, involved parties, and hazardous cargoes. These histories can be used in analysis of safety degradation patterns and equipment failures, and to focus and redirect marine safety activities and resources. MSIS collects selected information on commercial and/or documented vessels operating in U.S. waters. MSIS assists in identification and recovery of stolen vessels, deter vessel theft and fraud, and other purposes relating to the ownership