

on the proposed forms and the reporting and recordkeeping requirements.

OMB approval of an information collection requirement must be renewed at least once every three years.

The **Federal Register** Notice with a 60-day comment period soliciting comments on information collections 2120-0020 and 2120-0057 was published on March 9, 1998 [63 FR 11472-11473].

DATES: Comments on this notice must be received on or before August 7, 1998.

FOR FURTHER INFORMATION CONTACT:

Copies of the DOT information collection requests submitted to OMB may be obtained from Ms. Judith Street, Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Ave., SW., (202) 267-9895, Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

(1) *Title:* Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

OMB Control Number: 2120-0020
Form(s): FAA Form 337.

Type of Request: Extension of a currently approved collection.

Affected Public: Certified mechanics, repair stations, and air carriers authorized to perform maintenance. Pilots are also authorized to perform and record preventive maintenance; however, the authorization applies only to those pilots who own or lease their aircraft for private operation.

Abstract: The information collection associated with 14 CFR part 43 is necessary to ensure that maintenance, rebuilding, or alteration of aircraft, aircraft components, etc., is performed by qualified individuals and at proper intervals. Further, maintenance records are essential to ensure that an aircraft is properly maintained and is mechanically safe for flight.

Estimated Burden: The estimated total annual burden is 1,377,897 hours.

(2) *Title:* Safety Improvement Report Accident Prevention Counselor Activity Reports.

OMB Control Number: 2120-0057.
Form(s): FAA Form 8740-5 and 2; FAA Form 8740-6.

Type Request: Extension of a currently approved collection.

Affected Public: Pilots, airport operators, charter and commuter aircraft operators engaging in air transportation.

Abstract: Safety Improvements Reports are used by airmen to notify the FAA of hazards to flight operations. Accident Prevention Counselor Activity Reports are used by counselors to advise the FAA of Accident Prevention Program Accomplishments.

Annual Estimated Burden: 1,762 hours.

ADDRESSES: Written comments on the DOT information collection request should be forwarded, within 30 days of publication, to Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Room 10102, Washington, DC 20503, ATTN: FAA Desk Officer. If you anticipate submitting substantive comments, but find that more than 10 days from the date of publication are needed to prepare them, please notify the OMB official of your intent immediately. **COMMENTS ARE INVITED ON:** whether the proposed collections of information are 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 collections; 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.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on July 1, 1998.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-18022 Filed 7-7-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1998-4007]

National Boating Safety Advisory Council; Vacancies

AGENCY: Coast Guard, DOT.

ACTION: Request for applications.

SUMMARY: The Coast Guard is seeking applications for appointment to membership on the National Boating Safety Advisory Council (NBSAC). NBSAC advises the Coast Guard on matters related to recreational boating safety.

DATES: Applications must reach the Coast Guard on or before September 30, 1998.

ADDRESSES: You may request an application form by writing to Commandant (G-OPB-1), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001; by calling

202-267-0950; or by faxing 202-267-4285. Submit application forms to the same address. This notice is available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Mr. A. J. Marmo, Executive Director of NBSAC, telephone (202) 267-0950, fax (202) 267-4285. For questions on viewing or submitting material to this docket, contact Dorothy Walker, Chief Dockets, Department of Transportation, 202-366-9329.

SUPPLEMENTARY INFORMATION: The National Boating Safety Advisory Council (NBSAC) was established by the Federal Boat Safety Act of 1971. It is a Federal advisory committee constituted under 5 U.S.C. App. 2. NBSAC provides advice to the Coast Guard regarding regulations and other major boating safety matters. Members for the Council are drawn equally from the following sectors of the boating community: State officials responsible for State boating safety programs; recreational boat and associated equipment manufacturers; and national recreational boating organizations and the general public. Members are appointed by the Secretary of Transportation.

The Council normally meets twice each year at a location selected by the Coast Guard. When attending meetings of the Council, members are provided travel expenses and per diem.

The Coast Guard will consider applications for the following seven positions that expire or become vacant in December 1998: two representatives of State officials responsible for State boating safety programs; three representatives of recreational boat and associated equipment manufacturers; and two representatives of the general public. Mayors are particularly encouraged to submit applications to fill appropriate vacancies. Applicants are considered for membership on the basis of their expertise, knowledge, and experience in recreational boating safety. Each member serves for a term of 3 years unless filling an unexpired term. Some members may serve consecutive terms.

In support of the policy of the Department of Transportation on gender and ethnic diversity, the Coast Guard encourages applications from qualified women and members of minority groups.

Applicants selected may be required to complete a Confidential Financial Disclosure Report (OGE Form 450). Neither the report nor the information it contains may be released to the public, except under an order issued by a

Federal court or as otherwise provided under the Privacy Act (4 U.S.C. 552a).

Dated: July 2, 1998.

Ernest R. Riutta,

*Rear Admiral, U.S. Coast Guard, Assistant
Commandant for Operations.*

[FR Doc. 98-18114 Filed 7-7-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3848; Notice 2]

Beall Trailers of Washington, Inc.; Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 224

This notice grants the application by Beall Trailers of Washington, Inc., of Kent, Washington, ("Beall"), a wholly-owned subsidiary of Beall Corporation, for a one-year temporary exemption from Motor Vehicle Safety Standard No. 224 *Rear Impact Protection*. The basis of the application was that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

Notice of receipt of the application was published on May 19, 1998, and an opportunity afforded for comment (63 FR 27618).

Beall manufactures and sells dump body trailers. It produced a total of 311 trailers in 1997, of which 124 were dump body types. Standard No. 224 requires, effective January 26, 1998, that all trailers with a GVWR of 4536 Kg or more, including dump body types, be fitted with a rear impact guard that conforms to Standard No. 223 *Rear impact guards*. In its application, Beall stated that "alterations may have to be made to the trailer chassis or even raising the dump box to provide space for the retractable guard," indicating that a guard that retracts when the dump body is in operation is the solution it is seeking in order to comply. According to Beall, the company has "placed significant resources (time and money) towards the design of an acceptable guard. We have involved Montana State University professors from their Mechanical Engineering department. We have conducted Finite Element Analysis and traditional methods of design arriving at a plastically deforming guard that meets the standard, for nonasphalt carrying applications." The deforming guard does not retract, thus cannot be used on dump body trailers. Beall believed that

its problem is similar to that experienced by other manufacturers manufacturing dump trailers. The company stated that "devices used in other countries do not meet FMVSS 224." It continues to study "hinged/retractable devices" but must overcome lack of space for a retracted device. The company said that it would strive to develop a device that would comply with Federal requirements while an exemption is in effect.

If an exemption is not granted, the company argued that substantial economic hardship will result. First, it would lose a trailer that accounts for 40 percent of its overall production. In addition, "some percentage of the remaining 60% would be lost since our customers typically purchase matching truck mounted dump bodies which may also be lost." Beall also believed that 31 of its 63 employees would have to be laid off if its application is denied. Maintenance of full employment would be in the public interest it argues. Beall's net income was \$39,317 in 1995 and \$72,213 in 1996. In the first 10 months of 1997, its net income before income taxes was \$697,040. If the application is denied, it foresees a net loss of \$71,445 for 1998.

No comments were received on the application.

NHTSA has analyzed the economic and regulatory situation that confronts Beall. The configuration of the company's dump trailer has presented it with an engineering problem that it was unable to resolve by the effective date of the standard, even though the company has studied devices used in other countries. Beall anticipates arriving at a solution within the year that its exemption would be in effect, and the company did not ask for the three full year exemption permitted under the hardship authority. Although a denial would not create an untenable economic situation, it would result in the company having a net loss for 1998. More ominously, a denial might also have the effect of eroding the market for the trailers that Beall could continue to produce "since our customers typically purchase matching truck mounted dump bodies."

NHTSA agrees that maintenance of full employment is in the public interest. The very low volume of the trailers that will be covered by an exemption limits the effect on safety of the trailers that will be produced under the exemption without a rear underride guard.

In consideration of the foregoing, it is hereby found that compliance with Standard No. 224 would cause substantial economic hardship to a

manufacturer that has tried in good faith to comply with the standard, and that an exemption would be in the public interest and consistent with motor vehicle safety. Accordingly, Beall Trailers of Washington, Inc., is hereby granted NHTSA Temporary Exemption No. 98-5 from Federal Motor Vehicle Safety Standard No. 224 *Rear Impact Protection*, 49 CFR 571.224, expiring July 1, 1999.

Authority: 49 U.S.C. 30113; delegation of authority at 49 CFR 1.50.

Issued on: June 29, 1998.

Ricardo Martinez,

Administrator.

[FR Doc. 98-18095 Filed 7-7-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-545]

South Orient Railroad Company, Ltd.— Abandonment and Discontinuance of Trackage Rights—Between San Angelo and Presidio, TX

On June 18, 1998, the South Orient Railroad Company, Ltd. (SORC), filed an application with the Surface Transportation Board (Board) for permission to abandon its San Angelo-Presidio Line extending from milepost 722 near Mertzon station south of San Angelo to approximately milepost 945.3 at Alpine Junction and from approximately milepost 956.7 at Paisano Junction to the end of the line at milepost 1029.1 on the International Bridge near Presidio, a distance of approximately 296.4 miles;¹ and to discontinue its trackage rights over the Union Pacific Railroad Company's line extending from approximately milepost 945.3 at Alpine Junction to approximately milepost 956.7 at Paisano Junction, a distance of 11.4 miles, for a total distance of approximately 307 miles in Brewster, Crane, Crockett, Irion, Pecos, Presidio, Reagan, Tom Green, and Upton Counties, TX. The line includes the stations of Mertzon, milepost 745.7; Barnhart, milepost 771.6; Big Lake, milepost 790.6; Rankin, milepost 819.9; McCamey, milepost 838.6; Baldridge, milepost 863.8; Sulphur Jct., milepost 869.4; Fort Stockton, milepost 881.7; Belding, milepost 892.9; Hovey, milepost 917.2; Alpine, milepost 944.3; Alpine Jct., milepost 945.6; Paisano Jct., milepost 956.7; Paisano, milepost 956.9; Tinaja, milepost 969.3; Plata, milepost 993.7;

¹ The line also includes an additional 14.4 miles of side track.