

be mailed or delivered to Mr. John H. Price, Jr., Airport Director of the Craven Regional Airport Authority at the following address: Mr. John H. Price, Jr., Airport Director, Craven Regional Airport Authority, Post Office Box 3258, New Bern, NC 28564.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Craven Regional Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Southern Region, Atlanta Airports District Office, Mr. Terry R. Washington, Program Manager, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747, (404) 305-7143.

The application may be viewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Craven Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 11, 1998, the FAA determined that the application to use the revenue from a PFC submitted by Craven Regional Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 13, 1998. The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* February 1, 1997.  
*Proposed charge expiration date:* May 1, 2022.

*Total estimated PFC revenue:* \$10,303,898.

*Application number:* 98-02-U-00-EWN.

*Brief description of proposed project(s):*

- (1) Design & construction (Phase II) of Terminal Development
- (2) Design & construction of air carrier apron
- (3) Design & construction of access road

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* The airport has already received approval not to collect PFCs from nonscheduled operations by Air/Taxi/Commercial Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER**

**INFORMATION CONTACT.** In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Craven Regional Airport Authority.

Issued in College Park, Georgia on February 11, 1998.

**Dell T. Jernigan,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 98-4482 Filed 2-20-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms, and Recordkeeping Requirements Under Emergency Review by the Office of Management and Budget (OMB)

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

**ACTION:** Request for public comments on a proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes a collection of information for which NHTSA intends to seek expedited OMB approval.

**DATES:** OMB approval has been requested by March 31, 1998.

**ADDRESSES:** Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to Docket Section, Room 5110, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided by referencing its OMB Clearance Number. It is requested, but not required, that 1 original plus 2 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

**FOR FURTHER INFORMATION CONTACT:** Complete copies of each request for collection of information may be obtained at no charge from Mr. Edward Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, SW, Room 5110, Washington, DC 20590. Mr. Kosek's telephone number is (202) 366-2589.

**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 collection of information:

#### Drivers' Experiences and Expectations of Light Vehicle Brake System Performance: ABS vs. Conventional

*Type of Request*—New collection.

*OMB Clearance Number*—2127-####.

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

*Requested Expiration Date of Approval*—Two years from date of approval.

*Summary of the Collection of Information*—Data collection will be accomplished through the use of Computer Assisted Telephone Interviewing (CATI). The CATI system allows a computer to perform a number of functions prone to error when done manually by interviewers, including:

A. Providing correct question sequence;

B. Automatically executing skip patterns based on responses to prior questions (which decreases overall interview time and consequently the burden on respondents);

C. Recalling answers to prior questions and displaying the

information in the test of later questions;

D. Providing random rotation of specified questions or response categories (to avoid bias);

E. Ensuring that questions cannot be skipped; and

F. Rejecting invalid responses or data entries.

The CATI system lists questions and corresponding response categories automatically on the screen, eliminating the need for interviewers to track slip patterns and flip pages. Moreover, the interviewers enter responses directly from their keyboards, and the information is automatically recorded in the computer's memory.

The CATI system includes safeguards to reduce interviewer error in direct key-entry of survey responses. It has a double check method to eliminate the problem of key entry error as a result of accidentally hitting the wrong key. Unlike some systems, when the interviewer enters the code for the respondent reply, the code is not immediately accepted and the interview moved to the next screen. Rather, the screen remains on the question and response categories for the item, and the code and category entered by the interviewer are displayed at the bottom of the screen. The interviewer must confirm the initial entry before it is accepted by the computer as final. If, despite these safeguards, the wrong answer is entered or a respondent changes his/her reply, the interviewer can correct the entry before moving on to the next question.

CATI allows the computer to perform a number of critical assurance routines that are monitored by survey supervisors, including tracking average interview length, refusal rate, and termination rate by interviewer; and performing consistency checks for inappropriate combination of answers.

*Description of the need for the information and proposed use of the information:* Antilock brake systems (ABS) have been increasingly prevalent on passenger car and light trucks in recent years. Brake experts anticipated that the introduction of ABS on these vehicles would reduce the number and severity of crashes. A number of statistical analyses of crash databases have been performed over the past three years, and suggest that the introduction

of ABS does not appear to have reduced the number of automobile crashes where they were expected to be effective. Included in these analyses is a significant increase of single-vehicle, run-off-road crashes for vehicles equipped with ABS as compared to cars without ABS. It is unknown to what extent, if any, this increase is due to incorrect driver usage of ABS, incorrect driver responses to their ABS, or unrealistic driver expectations of an ABS braking ability.

NHTSA will analyze the survey data to determine differences in drivers' experiences and expectations of brake performance between ABS-equipped and non-ABS-equipped light vehicles. From these findings, inferences about the ability of ABS to mitigate crashes will be made and the need for an educational campaign for specific demographic groups will be assessed.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information):* The respondents are the population of the United States age 16 and older living in households with telephones. The agency estimates the number of respondents to total 4000. The survey will be conducted once only.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information:* The agency estimates there will be no annual reporting burden, as the study will be conducted only once. Respondents answer the survey strictly on a voluntary basis. No payment or gift will be provided to any respondent. The agency estimates the time per respondent to be 20 minutes, and a total time burden of 1375 hours. The agency estimates the total cost per survey respondent to be \$50.00.

**Authority:** Title 15 U.S.C. 1395 Section 106(b): The National Traffic and Motor Vehicle Safety Act of 1966, Title 15 United States Code 1395, Section 106(b), (Exhibit V), gives the Secretary authorization to conduct research, testing, development, and training as authorized to be carried out by subsections of this title.

Dated: February 17, 1998.

**Raymond P. Owings,**

*Associated Administrator for Research and Development.*

[FR Doc. 98-4527 Filed 2-20-98; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

#### Office of Hazardous Materials Safety; Notice of Applications for Exemptions

**AGENCY:** Research and Special Programs Administration, DOT.

**ACTION:** List of applicants for exemptions.

**SUMMARY:** In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

**DATES:** Comments must be received on or before March 25, 1998.

**ADDRESS COMMENTS TO:** Dockets Unit, Research and Special Programs, Administration, Room 8421, DHM-30, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

#### FOR FURTHER INFORMATION CONTACT:

Copies of the applications (See Docket Number) are available for inspection at the New Docket Management Facility, PL-401, at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW, Washington, DC 20590.

This notice of receipt of applications for new exemptions is published in accordance with Part 107 of the Hazardous Materials Transportations Act (49 U.S.C. 1806; 49 CFR 1.53(e)).

Issued in Washington, DC, on February 13, 1998.

**J. Suzanne Hedgepeth,**

*Director, Office of Hazardous Materials Exemptions and Approvals.*