

*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]

BILLING CODE 4910-62-P

## 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

the Coast Guard's purpose for the workshop, followed by concurrent workgroup breakout sessions. The workshop will conclude with a closing plenary session including reports from the breakfast sessions and a summary of the workshop findings. Depending on the interest generated by this notice, there may be time for limited individual presentations before the breakout sessions. Anyone wishing to make a presentation should submit their name, address, organization (if any) and a summation of their presentation at least 14 days prior to the workshop to Commandant (G-MOR), Room 2100, 2100 Second Street, SW., Washington, DC 20593-0001, ATTN: LT Roger Laferriere.

Dated: June 13, 1997.

**R.C. North,**

*Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.*

[FR Doc. 97-16524 Filed 6-23-97; 8:45 am]

BILLING CODE 4910-14-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection

#### Activity: Proposed Collection; Comment Request

**AGENCY:** Department of Transportation, Federal Aviation Administration. (DOT/FAA).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.) this notice announces that the information collection request described below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The FAA published a Notice of Proposed Rulemaking on the Revised Standards for Cargo or Baggage Compartments in Transport Category Airplanes, on June 13, 1997. This notice describes the paperwork burden associated with that rule and allows for a 60-day comment period while the paperwork package is being reviewed by OMB. The following information describes the nature of the information collection and its expected burden.

With respect to the following collection of information, FAA invites comments on: (1) Whether the proposed collection of information is necessary for the proper performance of FAA's functions, including whether the information will have practical utility; (2) 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; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) ways to minimize the burden of the collection of information on respondents, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms information technology, e.g., permitting electronic submission of responses.

**DATES:** Submit any comments to OMB and FAA by August 25, 1997.

#### SUPPLEMENTARY INFORMATION:

*Title:* Revised Standards for Cargo or Baggage Compartments in Transport Category Airplanes.

*Need:* The information collection associated with Parts 121 and 135 is necessary to ensure operators' compliance to the upgrade of the fire safety standards for cargo or baggage compartments in certain transport category airplanes by eliminating Class D compartments.

*Respondents:* 130 air carriers.

*Frequency:* Quarterly.

*Burden:* The FAA conservatively estimates that, on average, the rule would require two additional work hours per quarter for each of the approximately 130 affected carriers, for an estimated 1040 hours annually.

#### FOR FURTHER INFORMATION CONTACT:

Or to obtain a copy of the request for clearance submitted to OMB, you may contact Ms. Judy Street at the: Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may be submitted to the agency at the address above and to: Office of Information and Regulatory Affairs, Office of Management and Budget, Room 10202, Attention FAA Desk Officer, 725 17th Street, NW, Washington, DC 20503.

Issued in Washington, DC on June 18, 1997.

**Steve Hopkins,**

*Manager, Corporate Information Division, ABC-100.*

[FR Doc. 97-16527 Filed 6-23-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-97-34]

#### Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before July 15, 1997.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No.

\_\_\_\_\_, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Heather Thorson (202) 267-7470 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).