

application to impose and use the revenue from a PFC at Los Angeles International 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). **DATES:** Comments must be received on or before November 17, 1997.

ADDRESSES: Comments on the application may be mailed or delivered in triplicate to: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jerald K. Lee, Deputy Executive Director, Los Angeles World Airports, #1 World Way, Los Angeles, CA 90045-5803.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Los Angeles World Airports under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: John Milligan, Supervisor, Standards Section, AWP-621, Airports Division, Federal Aviation Administration, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261, Telephone (310) 725-3621. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at LAX 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 August 22, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Los Angeles World Airports 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 November 28, 1997.

The following is a brief overview of the application.

PFC application number: PFC No. 97-04-C-00-LAX.

Level of proposed PFC: \$3.00.

Proposed charge effective date: January 1, 1998.

Proposed charge expiration date: March 31, 2000.

Total estimated PFC revenue collected: \$150,000,000.00.

Brief description of the proposed impose and use project: Noise

mitigation program for sound insulation of residences.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing 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 Los Angeles World Airports Office.

Issued in Los Angeles, California, on September 26, 1997.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-016, Notice 1]

Reports, Forms, and Record keeping Requirements

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

ACTION: Request for public comment on proposed collections 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.

DATES: Comments must be received on or before December 15, 1997.

ADDRESSES: Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to Docket Section, Room 5109, NHTSA, 400 Seventh St., S.W., Washington, D.C. 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 one (1) original plus two (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, S.W., Room 6123, Washington, D.C. 20590. Mr. Kosek's telephone number is (202) 366-2589. Please identify the relevant collection of information by referring to its OMB Clearance Number.

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:

Fatality Analysis Reporting System (FARS)

Type of Request—Reinstatement of clearance.

OMB Clearance Number—2127-0006
Form Numbers—HS-214, HS-214A, HS-214B and HS-214C.

Requested Expiration Date of Approval—December 31, 2000

Summary of the Collection of Information—FARS is the major system that acquires a national census of information on fatal motor vehicle traffic crashes. This information is collected directly from existing State files and documents. Under both the

Highway Safety Act of 1966 and the National Traffic and Motor Vehicle Safety Act of 1966, NHTSA has the responsibility to collect crash data that support the establishment and enforcement of motor vehicle regulations and highway safety programs. These regulations and programs are developed to reduce the severity of injury and property damage associated with motor vehicle crashes.

Description of the Need for the Information and Proposed Use of the Information—FARS is the largest and most comprehensive data base of fatal crash data in the world. The total user population includes Federal and State agencies and the private sector. This information comprises a national data base that is NHTSA's and many States' principal means of tracking trends in fatalities and quantifying problems or potential problems in highway safety. FARS data is also used extensively by State legislators for determining highway safety problem areas requiring laws and programs (mandatory use of seat belts, 55- vs. 65-mile per hour speed limits); by the highway research community including the private sector (industry and associations) for trend analysis, problem identification, and program evaluation (e.g., air bag studies and drunk driving campaigns); and by the Congress for making decisions concerning safety programs. The FARS data are available upon request to anyone interested in highway safety. FARS data has been made available through the Internet and via fax-on-demand service. On the average, more than 10,000 requests for information from FARS are received every year.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—

"Respondents" are employees of state agencies (FARS Analysts). Their salaries and other direct costs are 100% reimbursed through cooperative agreements duly executed through the NHTSA Office of Contracts and Procurement. Cooperative Agreements exist with all fifty states, the District of Columbia and Puerto Rico. The number of FARS Analysts varies by state from one to six. The entire corps of more than 70 FARS Analysts acquire and code the required information as fatal crashes occur. Approximately 2.15 hours per case are required to complete the FARS forms. The number of cases varies by state from a high of 3669 in California to a low of 54 in D.C. (in 1995).

Estimate of the Total Annual Reporting and Record keeping Burden Resulting from the Collection of Information—The 52 jurisdictions

report on approximately 36,000 fatal cases per year. The estimated annual hour burden is 77,400 hours. This estimate is based on 20 years of FARS operation and includes the nominal time needed to access data from existing state files. These various sources reside in several places in each state. FARS does not involve the generation of new data. If the state analyst cannot get the information from existing records, it is reported to NHTSA as "unknown." The FARS Analysts retain the current year's completed FARS forms plus three prior years' forms.

Dated: October 10, 1997.

Raymond P. Owings,

Associate Administrator, Research and Development.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice No. 97-11]

Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice.

SUMMARY: This is to notify the public that RSPA is investigating the unauthorized marking of high-pressure compressed gas cylinders. On August 14 and 15, 1997, RSPA inspectors conducted a compliance inspection at Columbia Fire Protection Company (CFP), 3811 Contractors Place, Memphis, Tennessee. During the inspection it was determined that CFP was not registered or approved by DOT as a cylinder retester and was incapable of performing hydrostatic tests in accordance with the requirements of the Hazardous Materials Regulations (HMR). Subsequent inspection of CFP's customers revealed numerous cylinders marked by CFP with unauthorized Retester Identification Numbers and certified by CFP as retested in accordance with the HMR.

Failure to properly conduct a hydrostatic retest can result in cylinders that should be condemned being returned to service. The HMR requires that properly tested cylinders exceeding the allowable 10 percent permanent expansion be condemned and removed from service (49 CFR 173.34(e)(6)(i)(D)). Serious personal injury, death, and property damage could result from rupture of a cylinder. Cylinders that have not been retested in accordance

with the HMR may not be charged or filled with a hazardous material.

FOR FURTHER INFORMATION CONTACT:

Wayne Chaney, Hazardous Materials Enforcement Specialist, Southern Region, telephone (404) 305-6126, Fax (404) 305-6125, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, Department of Transportation, 1701 Columbia Ave, DHM-46, Suite 520, College Park, GA 30337.

SUPPLEMENTARY INFORMATION: On Thursday, August 14, and Friday, August 15, 1997, RSPA inspectors conducted a compliance inspection at Columbia Fire Protection Company (CFP) in Memphis, Tennessee. Through follow-up inspections of CFP's customers, the inspectors observed a large number of cylinders marked with the following two Retester Identification Numbers (RINs):

(1)

	B	4
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X		Y
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	3	2
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where

X = month of retest

Y = year of retest

(2)

	O	9
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X		Y
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	7	8
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where

X = month of retest

Y = year of retest

On October 10, 1982, RSPA issued RIN B423 for a 5-year period to Walker Fire Protection Service, Inc. (Walker). Walker has renewed this RIN and is the current holder. Therefore, Walker is the only authorized user. Any cylinders marked and serviced by Walker are not a part of this safety advisory.

The RIN 0987 has never been issued by RSPA and is not an authorized RIN.

RSPA believes that any cylinder marked with RIN B423 or RIN 0987 and was last serviced by CFP is not in compliance with the Hazardous Materials Regulations (HMR) (49 CFR Parts 171-180). Under the HMR, hydrostatic retesting is required to verify a cylinder's structural integrity. Thus, any person who has a cylinder marked with RIN B423 or RIN 0987 and was last serviced by CFP may not charge or fill the cylinder with a hazardous