

2. Is the burden estimate accurate?
3. Is there a way to enhance the quality, utility, and clarity of the information to be collected?

4. How can the burden of the information collection be minimized, including the use of automated collection techniques or other forms of information technology?

A copy of the draft supporting statement may be viewed free of charge at the NRC Public Document Room, 2120 L Street, NW (lower level), Washington, DC. OMB clearance requests are available at the NRC worldwide web site (<http://www.nrc.gov>) under the FedWorld collection link on the home page tool bar. The document will be available on the NRC home page site for 60 days after the signature date of this notice.

Comments and questions about the information collection requirements may be directed to the NRC Clearance Officer, Brenda Jo. Shelton, U.S. Nuclear Regulatory Commission, T-6 F33, Washington, DC, 20555-0001, or by telephone at 301-415-7233, or by Internet electronic mail at BJS1@NRC.GOV.

Dated at Rockville, Maryland, this 2nd day of April 1998.

For the Nuclear Regulatory Commission.

Brenda Jo. Shelton,

NRC Clearance Officer, Office of the Chief Information Officer.

[FR Doc. 98-9347 Filed 4-8-98; 8:45 am]

BILLING CODE 7590-01-P

NUCLEAR REGULATORY COMMISSION

Advisory Committee on Reactor Safeguards, Subcommittee Meeting on Human Factors: Cancellation

A meeting of the ACRS Subcommittee on Human Factors scheduled to be held on Friday, April 17, 1998, Room T-2B3, 11545 Rockville Pike, Rockville, Maryland, has been canceled due to the unavailability of documents. Notice of this meeting was published in the **Federal Register** on Monday, March 30, 1998 (63 FR 15236). Rescheduling of this meeting will be announced in a future **Federal Register** Notice.

For further information contact: Mr. Noel F. Dudley, cognizant ACRS staff engineer, (telephone 301/415-6888) between 7:30 a.m. and 4:15 p.m. (EDT).

Dated: April 3, 1998.

Sam Duraiswamy,

Chief, Nuclear Reactors Branch.

[FR Doc. 98-9346 Filed 4-8-98; 8:45 am]

BILLING CODE 7590-01-P

RAILROAD RETIREMENT BOARD

Proposed collection; comment request

SUMMARY: In accordance with the requirement of Section 3506 (c)(2)(A) of the Paperwork Reduction Act of 1995 which provides opportunity for public comment on new or revised data collections, the Railroad Retirement Board (RRB) will publish periodic summaries of proposed data collections.

Comments are invited on

(a) Whether the proposed information collection is necessary for the proper performance of the functions of the agency, including whether the information has practical utility; (b) the accuracy of the RRB's estimate of the burden of the collection of the information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden related to the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Title and purpose of information collection

Earnings Information Request; OMB 3220-0184. Under Section 2 of the Railroad Retirement Act, an annuity is not payable, or is reduced for any month(s) in which the beneficiary works for a railroad or earns more than prescribed amounts. The provisions relating to the reduction or non-payment of annuities by reason of work are prescribed in 20 CFR 230.

The RRB utilizes form G-19-F, Earnings Information Request, to obtain earnings information not previously or erroneously reported by a beneficiary. Completion of the form is required to retain a benefit. One response is requested of each respondent.

The RRB proposes to revise Form G-19-F to add language required by the Paperwork Reduction Act of 1995. Minor non-burden impacting cosmetic and editorial changes are also proposed. The completion time for Form G-19-F is estimated at 8 minutes per response.

FOR FURTHER INFORMATION OR COMMENTS:

To request more information or to obtain a copy of the information collection justification, forms, and/or supporting material, please call the RRB Clearance Officer at (312) 751-3363. Comments regarding the information collection should be addressed to Ronald J. Hodapp, Railroad Retirement Board, 844 N. Rush Street, Chicago, Illinois 60611-2092. Written comments

should be received on or before June 8, 1998.

Chuck Mierzwa,

Clearance Officer.

[FR Doc. 98-9277 Filed 4-8-98; 8:45 am]

BILLING CODE 7905-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 1998-3662]

Development of a National Maritime Safety Incident Reporting System; Request for Written Material

AGENCY: Coast Guard, DOT.

ACTION: Notice of public meeting.

SUMMARY: The Coast Guard, in cooperation with the Maritime Administration, is holding a public meeting to invite ideas, comments, questions, and interest by individuals and organizations willing to, in an industry-led team, develop a national maritime safety incident reporting system. The team would design and implement an industry-based system that would receive, analyze, and disseminate information about unsafe occurrences, hazardous situations, and lessons, learned from corrective actions. The Coast Guard and the Maritime Administration expect the new system to promote a safer and more efficient maritime industry.

DATES: The meeting will be held on May 4, 1998, from 8:30 a.m. to 4 p.m. Written material must reach the Coast Guard on or before April 27, 1998.

ADDRESSES: The meeting will be held in Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001 in room number 2415. You may send written material to the Docket Management Facility, (USCG 1998-3662), U.S. Department of Transportation, Room PL-401, 400 Seventh Street SW., Washington, DC 20593-0001, or deliver them to room PL-401, located on the Plaza Level of the Nassif Building at the same address between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

The Docket Management Facility maintains the public docket for this notice. Written material, and documents as indicated in this notice, will become part of this docket and will be available for inspection or copying at room PL-401, located on the Plaza Level of the Nassif Building at the above address between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may electronically access the public docket for this notice on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For information on the public docket, contact Carol Kelly, Coast Guard Dockets Team Leader, or Paulette Twine, Chief, Documentary Services Division, U.S. Department of Transportation, telephone 202-366-9329. For information concerning this notice, contact LCDR Scott J. Ferguson, Office of Investigations and Analysis (G-MOA), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001; telephone 202-267-0715/1430, fax 202-267-1416, e-mail sferguson@comdt.uscg.mil.

SUPPLEMENTAL INFORMATION:

National Maritime Safety Incident Reporting System

The Coast Guard, in cooperation with the Maritime Administration, plans to assist in the creation of an industry-wide team that will design, develop, and implement a practical, voluntary, and confidential national maritime safety incident reporting system run by a non-regulatory party and/or a network of parties (public and/or private). The system would receive, analyze, and disseminate information about near-casualties (unsafe occurrences), hazardous situations, and lessons-learned from corrective actions. These near-casualties or problem events are an untapped source of information that can serve as leading indicators on safety in the maritime community providing information that can be used to prevent accidents before they happen. The information gleaned from this system will serve as a baseline to foster continuous improvement in safety throughout all segments of the maritime community. The system will help prevent marine casualties, injuries and property damage including environmental damage, and create a safer and more efficient marine transportation system and mariner work environment. Success will depend on the extent of industry involvement and leadership in this process; on the resulting mechanism for gathering the data; and on developing the means for effectively analyzing, using, and disseminating the information gleaned.

Procedure

The Coast Guard and the Maritime Administration will hold a joint public meeting on May 4, 1998 in Washington, DC to invite ideas, comments, questions, and interest by individual and organizations willing to participate as members and lead an industry-wide

team to develop this system. The meeting will be in the form of an informal workshop open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral presentations should notify LCDR Scott J. Ferguson no later than the day before the meeting. Persons wishing to make their material available at the meeting should forward 25 copies to LCDR Scott J. Ferguson at Commandant (G-MOA), U.S. Coast Guard, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. These copies are in addition to the copy sent to the Docket Management Facility. Written comments may also be submitted during the meeting. Any material submitted after the meeting should be sent to the Docket Management Facility. Persons unable to attend the public meetings should submit written material as outlined above. It is anticipated that more public meetings will be held at later dates in various parts of the country. Dates and locations of these meetings will be published via a separate notice in the **Federal Register**.

Questions

We especially need your help in answering the following questions, although additional information is welcome. In responding to each question, please explain your reasons for each answer so that the consequences and impacts can be carefully weighed.

1. Would a national maritime safety incident reporting system such as described in this notice be beneficial? Why or why not? If yes, what are the potential benefits of such a system?
2. How should near-casualty and precursor events (hazardous situations) be defined? In responding consider the relationship with existing requirements to report marine casualties (46 CFR 4.05-10) and hazardous conditions (33 CFR 160.203 and 160.215).
3. What legislation and or regulatory changes, if any, should be considered to promote the use of the system?
4. How should the system be designed, developed, and implemented? Should this be done by the Government, by a cross sectional industry committee within an industry based organizational umbrella, or another combination? Who in industry should take a leadership role in the design, development, and implementation process with the Coast Guard and the Maritime Administration's assistance? The identification of industry members

willing to lead this project is a key first step towards its success.

5. Who should run the system? The Coast Guard envisions a non-regulatory party or network of parties (public and/or private). Is there a better option? Who in the maritime community is willing and able to run this system? How should the system be funded? How much will it cost?

6. What are the potential problems with a national maritime safety incident reporting system? How would the system developers overcome these problems? Will mariners be willing to use the system? What could be done to promote mariner wholehearted support and use of the system?

7. What other issues must be resolved to turn this idea into a full fledged working system? In responding to this question please include your ideas on how they can be resolved. What is the next step(s)?

The Coast Guard and the Maritime Administration intend to do the following with the information received: Evaluate the information; identify industry leadership to run the project and participants; discuss the results in another Federal Register document; use it as a basis for other meetings; and develop a plan or blueprint to design, develop, and implement a national maritime safety incident reporting system.

Information on Services for Individual With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact LCDR Scott J. Ferguson as soon as possible, at least one week prior to the date of the meeting.

Dated: April 3, 1998.

R.C. North,

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

[FR Doc. 98-9381 Filed 4-8-98; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program, Fort Worth Meacham International Airport, Fort Worth, Texas

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing proposed modifications to