

time allocated to each speaker may be less than the amount of time requested.

Meeting Procedures

The following procedures are established to facilitate the meeting:

(1) There will be no admission fee or other charge to attend or to participate in the meeting. The meeting will be open to all persons who have requested in advance to present statements or who register on the day of the meeting subject to availability of space in the meeting room.

(2) There will be a morning and afternoon break and lunch break.

(3) The meeting may adjourn early if scheduled speakers complete their statements in less time than currently is scheduled for the meeting.

(4) An individual, whether speaking in a personal or a representative capacity on behalf of an organization, may be limited to a 10-minute statement. If possible, we will notify the speaker if additional time is available.

(5) The FAA will try to accommodate all speakers. If the available time does not permit this, speakers generally will be scheduled on a first-come-first-served basis. However, the FAA reserves the right to exclude some speakers if necessary to present a balance of viewpoints and issues.

(6) Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested at the above number listed under **FOR FURTHER INFORMATION CONTACT** at least 10 calendar days before the meeting.

(7) Representatives of the FAA and JAA will preside over the meeting.

(8) The FAA and JAA will review and consider all material presented by participants at the meeting. Position papers or material presenting views or information related to proposed harmonization initiatives may be accepted at the discretion of the FAA and JAA presiding officers. The FAA requests that persons participating in the meeting provide five (5) copies of all materials to be presented for distribution to the panel members; other copies may be provided to the audience at the discretion of the participant.

(9) Statements made by members of the meeting panel are intended to facilitate discussion of the issues or to clarify issues. Any statement made during the meeting by a member of the panel is not intended to be, and should not be construed as, a position of the FAA or JAA.

(10) The meeting is designed to solicit public views and more complete information on proposed harmonization initiatives. Therefore, the meeting will

be conducted in an informal and nonadversarial manner. No individual will be subject to cross-examination by any other participant; however, panel members may ask questions to clarify a statement and to ensure a complete and accurate record.

Issued in Washington, DC, on September 2, 1998.

Brenda D. Courtney,

Manager, Aircraft and Airport Rules Division

[FR Doc. 98-27033 Filed 10-7-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Roswell Industrial Air Center, Roswell, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Roswell Industrial Air Center 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 9, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Dennis Ybarra, Manager of Roswell Industrial Air Center at the following address: Mr. Dennis B. Ybarra, AAE, Manager, Roswell Industrial Air Center, 1 Jerry Smith Circle, Roswell, NM 88201.

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

FOR FURTHER INFORMATION CONTACT: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and

Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 Roswell Industrial Air Center under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On September 23, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 January 20, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: April 1, 1999.

Proposed charge expiration date: March 1, 2002.

Total estimated PFC revenue: \$210,344.00.

PFC application number: 98-01-C-00-ROW.

Brief description of proposed projects:

Projects To Impose and Use PFC's

1. ARFF Equipment
2. Taxiway B Transition Pavement Rehabilitation
3. Taxiway A Transition Pavement Rehabilitation
4. Install Taxiway Guidance Signs
5. Runway 3-21 Safety Improvements
6. Acquire Snow Removal Equipment and Distance-to-go Signs
7. Runway 3-21 Pavement Improvements
8. Airfield Safety Improvements (Phase 1)
9. Airfield Safety Improvements (Phase 2), and
10. PFC Administrative Costs

Proposed class or classes of air carriers to be exempted from collecting PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Roswell Industrial Air Center.

Issued in Fort Worth, Texas on September 24, 1998.

Naomi L. Saunders,

Manager, Airports Division.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-98-4440]

Reports, Forms, and Record Keeping Requirements

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

ACTION: Request for public comment on 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 one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before December 7, 1998.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, S.W., Plaza 401, Washington, D.C. 20590. Docket No. NHTSA-98-4440.

FOR FURTHER INFORMATION CONTACT: Dr. John Eberhard, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, DC 20590.

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 1230.8(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.

According to the Paperwork Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection will be published in the **Federal Register** after it is approved by the OMB.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information.

Older Persons' Driving and Transportation Issues

Type of Request—New information collection requirement.

OMB Clearance Number—None.

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

Requested Expiration Date of Approval—December 31, 2000.

Summary of the Collection of Information—NHTSA proposes to conduct a survey by telephone among a nationally representative sample of 3,220 adults, including older adults. Participation by respondents would be voluntary. NHTSA's information needs require collection of information to assess the awareness of the American public concerning the mobility issues of seniors and establish benchmarks against which progress in improving seniors' safety and mobility can be assessed over time.

In conducting the proposed survey, the interviewers would use computer-aided telephone interviewing (CATI) to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers are proposed to minimize language barriers to participation. The proposed

survey would be anonymous and confidential.

Description of the Need for the Information and Proposed Use of the Information—The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs. The Department of Transportation, including NHTSA, has for years been extensively involved in work to support a safe transportation environment for the nation in general, and senior citizens in particular. In fact, NHTSA has had an older driver program since 1988. As the nation's population ages, the need for national-level data concerning the mobility needs of the elderly population has increased. To develop informed policy making, data are needed that not only measure current transportation practices and needs of the elderly population, but the role of the general public in (and their attitudes toward) providing transportation for the elderly who cannot—or should not—continue driving.

So that Federal transportation policy makers, as well as professionals involved in the whole array of elderly issues, can make informed decisions concerning transportation policy (e.g., the allocation of resources, critical target audiences, etc.), a database that is easily accessible by such individuals is needed. Additionally, because the elderly population will continue to grow, and therefore so will the needs for alternatives to driving for this population segment, a database is needed that will serve as a benchmark against which to measure progress in meeting the mobility needs of the elderly.

Description of the Likely Respondents (Including Estimated Number and Proposed Frequency of Response to the Collection of Information)—Under this proposed effort, a telephone interview averaging approximately twenty minutes in length would be administered to each of 3,220 randomly selected members of the general public aged sixteen and older in telephone households. The respondent sample would be selected from all fifty states plus the District of Columbia. Interviews would be conducted with persons at residential phone numbers selected through random digit dialing. Businesses are ineligible for the sample and would not be interviewed. There