

issues. This meeting will be held on August 19, 1997 at 9:30 a.m. at the Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314.

The agenda for this meeting will include: (1) A status report on the Part 103 (Ultralight Vehicles) Working Group's NPRM, "Sport Pilot Certification Requirements;" (2) a status report on the IFR Fuel Requirements/ Destination and Alternate Weather Minimums Working Group's NPRM, "Flight Plan Requirements for Helicopter Operations Under Instrument Flight Rules;" (3) a discussion of overflights of national parks; (4) and the FAA's August 4, 1997, implementation of revisions to 14 CFR part 61.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on July 24, 1997.

Louis C. Cusimano,

Assistant Executive Director for General Aviation Operations, Aviation Rulemaking Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. M-038]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before September 29, 1997.

FOR FURTHER INFORMATION CONTACT: Erhard W. Koehler, Division of Ship Maintenance and Repair, Maritime Administration, MAR-611, Room 2119,

400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2631 or FAX 202-366-3954. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Maintenance and Repair Cumulative Summary.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0007.

Form Number: MA-140.

Expiration Date of Approval: March 31, 1998.

Summary of Collection of Information: The collection consists of form MA-140 to which are attached invoices and other supporting documents for expenses claimed for subsidy. Subsidized operators submit form MA-140 to the appropriate MARAD region office for review within 60 days of the termination of a subsidized voyage.

Need and Use of the Information: The collected information is necessary to perform the reviews required in order to permit payment of Maintenance and Repair subsidy.

Description of Respondents: Subsidized ship operators must submit the necessary paperwork to determine qualification for subsidy.

Annual Responses: 100.

Annual Burden: 1200 hours.

Comments: Send all comments regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR-120, Room 7210, 400 Seventh Street, SW., Washington, DC 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: July 25, 1997.

Joel C. Richard,

Secretary.

[FR Doc. 97-20117 Filed 7-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-43; Notice 1]

American Honda Motor Company, Inc.; Receipt of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 122

American Honda Motor Co., Inc., of Torrance, California ("Honda"), has applied for a temporary exemption from the fade and water recovery requirements of Federal Motor Vehicle Safety Standard No. 122 *Motorcycle Brake Systems*. The basis of the application is that an exemption would make easier the development or field evaluation of a new motor vehicle safety feature providing a safety level at least equal to the safety level of the standard.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

Honda seeks an exemption of one year for its 1998 CBR1100XX motorcycle "from the requirement of the minimum hand-lever force of five pounds in the base line check for the fade and water recovery tests." It wishes to evaluate the marketability of an "improved" motorcycle brake system setting which is currently applied to the model sold in Europe. The difference in setting is limited to a softer master cylinder return spring in the European version. Using the softer spring results in a "more predictable (linear) feeling during initial brake lever application." Although "the change allows a more predictable rise in brake gain, the on-set of braking occurs at lever forces slightly below the five pound minimum" specified in Standard No. 122. Honda considers that motorcycle brake systems have continued to evolve and improve since Standard No. 122 was adopted in 1972, and that one area of improvement is brake lever force which has gradually been reduced. However, the five-pound minimum specification "is preventing further development and improvement" of brake system characteristics. This limit, when applied to the CBR1100XX "results in an imprecise feeling when the rider applies low-level front brake lever inputs."

The machine is equipped with Honda's Linked Brake System (LBS) which is designed to engage both front and rear brakes when either the front brake lever or the rear brake pedal is used. The LBS differs from other