

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and approval. The ICRs describe the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on (1) Brake Hose Manufacturers Identification was published on April 6, 1998 [63 FR 16854] and (2) 23 CFR Parts, Uniform Safety Program Cost Summary Form for Highway Safety Plan was published on April 15, 1998 [63 FR 18488].

DATES: Comments must be submitted on or before August 17, 1998.

FOR FURTHER INFORMATION CONTACT: Michael Robinson, NHTSA Information Collection Clearance Officer at (202) 366-9456.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration (NHTSA)

(1) *Title:* Brake Hose Manufacturers Identification.

OMB Control Number: 2127-0052.

Type of Request: Extension of a currently approved collection.

Affected Public: Business or other for-profit.

Abstract: Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, Title 15 United States Code 1932, Section 103, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS). The Act mandates that in issuing any Federal motor vehicle safety standards, the agency is to consider whether the standard is reasonable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed. Using this authority, Standard 106, Brake Hoses was issued. This standard specifies labeling and performance requirements for all motor vehicle brake hose assemblers, brake hoses and brake hose and fittings manufacturers for automotive vehicles. These entities must register their identification marks with NHTSA to comply with this standard.

Estimated Annual Burden Hours: 30.

(2) *Title:* 23 CFR Parts Uniform Safety Program Cost Summary Form for Highway Safety Plan.

OMB Control Number: 2127-0003.

Type of Request: Extension of currently approved collection.

Affected Public: State, Local or Tribal Government.

Abstract: The Highway Safety Act of 1966 (23 U.S.C. 401 *et seq.*) established

a formula grant program to improve highway safety in the States. As a condition of the grant, the Act provides that the States must meet certain requirements contained in 23 U.S.C. 402. Section 402(a) requires each State to have a highway safety program, approved by the Secretary of Transportation, which is designed to reduce traffic crashes and the deaths, injuries, and property damage resulting from those crashes. Section 402(b) sets forth the minimum requirements with which each State's highway safety program must comply. A 1987 amendment to the Highway Safety Act required the Secretary to determine, through a rulemaking process, those programs most effective in reducing crashes, injuries, and deaths, taking into account "consideration of the States having a major role in establishing [such] programs." The Secretary was authorized to revise the rule from time to time. In accordance with this provision, the agencies have identified, over time, nine such programs, the "National Priority Program areas: (1) Alcohol and other Drug Countermeasures, (2) Police Traffic Services, (3) Occupant Protection, (4) Traffic Records, (5) Emergency Medical Services, (6) Motor Safety, (7) Pedestrian and Bicycle Safety, and (8) Speed Control & (9) Roadway Safety. Under this program, States submit the Highway Safety Program and other documentation explaining how they intend to use the grant funds. In order to account for funds expended under these priority areas and other program areas, States are required to submit a Program Cost Summary. The Program Cost Summary is completed to reflect the State's proposed allocations of funds (including carry-forward funds) by program area, based on the projects and activities identified in the Highway Safety Plan. During the past several years, numerous steps have been taken to reduce the burden of paperwork on the States. The annual burden will remain low due to the minimum amount of documentation required to be provided has been substantially reduced. We have simplified this process even more by automating the Program Cost Summary.

Estimated Annual Burden Hours: 570.

ADDRESSES: Send comments, within 30 days, 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. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on July 10, 1998.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-19104 Filed 7-16-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (98-05-C-00-COS) to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Colorado Springs Airport, Submitted by the Colorado Springs Airport, Colorado Springs, CO

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 PFC revenue at Colorado Springs Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before August 17, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Alan Wiechmann, Manager; Denver Airports District Office; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gary W. Green, A.A.E., Director of Aviation, at the following address: 7770 Drennan Road, Colorado Springs, CO 80916.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Colorado Springs Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 342-1258, 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361. 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 98-05-C-00-COS to impose and use PFC revenue at Colorado Springs Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 10, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by Colorado Springs Airport, Colorado Springs, Colorado, 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 October 13, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 2003.

Proposed charge expiration date: November 1, 2005.

Total requested for use approval: \$12,414,906.

Brief description of proposed project: Glycol pretreatment, outfall system, and new glycol pond; Airport storm drainage improvements; Centerline and touchdown zone lighting; Runway end identification lights (REILS) for runway 12/30; Snow removal equipment; Canopy improvement program; Construction taxiway "B" extension, from taxiway "B5" to taxiway "E"; Construct taxiway "C" north to taxiway "D"; Apron roadway, glycol tank and ground equipment storage area.

Class or classes of air carriers which the public agency has requested not be required to collect 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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Colorado Springs Airport.

Issued in Renton, Washington, on July 10, 1998.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 98-19098 Filed 7-16-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers of Compliance

In accordance with Title 49 Code of Federal Regulations (CFR) Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being sought and the petitioner's arguments in favor of relief.

Northeast Illinois Railroad Corporation

[FRA Waiver Petition No. WPS-98-1]

Northeast Illinois Railroad Corporation (METRA) seeks a permanent waiver of compliance from certain provisions of the Roadway Worker Protection Standards, 49 CFR Part 214, Subpart C. Metra seeks a waiver of 49 CFR 214.337(c)(3) which states:

(c) Individual train detection may be used to establish on-track safety only:
* * *

(3) On track outside the limits of a manual interlocking, a controlled point, or a remotely controlled hump yard facility; * * *

Specifically, METRA requests relief that will permit a lone worker to perform inspections and minor repairs within an interlocking or control point utilizing Individual Train Detection (ITD) supplemented by a system termed Intelligent Train Approach Warning (ITAW). According to METRA, the ITAW will consist of a vibration sensitive pager-like device and a portable audible/visual device transported to the area where the lone worker is engaged in work. METRA indicates that the ITAW will be governed by a series of rules which will enhance and promote safety as the ITAW system never walks away, gets distracted or becomes involved in other human tendencies.

METRA desires to conduct tests of the ITAW system at two locations on their system during which all provisions of 49 CFR Part 214 relating to the

protection of on-track workers will be strictly adhered to utilizing either foul time or look-out protection. METRA states "only after the system's integrity and fail proof technologies have been tested and found to be fail safe 100% of the time will the provisions requested in the waiver be exercised." METRA has included with the petition a set of detailed rules and instruction for the operation and use of the ITAWS for the purpose of providing warning of approaching trains to roadway workers.

Interested parties are invited to participate in this proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number WPS-98-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, SW, Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning this proceeding are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at FRA's docket room located at 1120 Vermont Avenue, NW, Room 7051, Washington, DC 20005.

Issued in Washington, DC, on July 13, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 98-19103 Filed 7-16-98; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Revocation Notice Concerning General Agent Directives

ACTION: Notice.

SUMMARY: The Maritime Administration (MARAD) has reviewed all its files on Circular Letters to General Agents (CLs) and Operating Letters to General Agents (OLs). As a result of this review, MARAD has determined to revoke all