

The Coast Guard has been working to make this information available to the public. In 1997, we developed an Internet website for disseminating important vessel response plan program information (<http://www.uscg.mil/vrp>). A portion of the Internet website provides the general public with the status of each plan's approval with respect to each COTP zone. We intend to expand the information available to the general public on this website to include other important data, such as identity of the contracted response resources listed for each COTP zone included in a plan. We intend to make the following information from its electronic database available to the general public via the Internet: (1) Owner name, (2) Operator name, (3) Point of contact information for owner/operator, (4) Point of contact information for plan preparer, (5) Date of last plan update, (6) Plan approval status, (7) Plan approval date, (8) Plan expiration date, (9) Plan identification number, (10) Vessel name, (11) Vessel identification number, (12) Vessel flag, (13) Vessel type, (14) Hull configuration, (15) Vessel length, (16) Cargo types, (17) Primary or secondary carrier designation, (18) Worst case discharge amount, (19) Qualified individuals, (20) Oil Spill Removal Organizations, (21) Other contracted resources, (22) Alternate compliance agreements, (23) Navigational restrictions, and (24) Operating environments.

The information submitted in vessel response plans to the Coast Guard is covered by the Freedom of Information Act (FOIA), applicable regulations, and Executive Order 12600. Under FOIA, information must be disclosed unless it falls within one of the statute's listed exemptions. Exemption 4, which applies to information submitted to the Government by any private person, applies here. Exemption 4 shields from release confidential, commercial, or financial information if the release would cause substantial competitive harm to the submitter. Executive Order 12600 also applies and requires that before any executive agency releases information to which Exemption 4 would apply, it must give the submitter the opportunity to show that the material is confidential, commercial, or financial information and, if released, would cause substantial competitive harm to the submitter. If the submitter objects to the release of the information, then the agency weighs the submitter's arguments and makes a final determination on release of that information. The agency may release information if it does not accept the

submitter's assertions of confidentiality or harm, but it must delay the release long enough to allow the submitter to obtain a court order preventing release.

Executive Order 12600 provides that if there is a large number of submitters, as here, the agency may satisfy its requirements by publishing a notice reasonably calculated to accomplish notification. We have determined that publication of this notice in the **Federal Register** and in other relevant Coast Guard publications is reasonably calculated to accomplish notification of submitters of response plans.

Under Executive Order 12600 and 49 CFR 7.17, we must have detailed justification to withhold material you believe should not be placed on the Internet. You should identify material from the twenty-four numbered items in this Notice under *Background and Purpose* that would be likely to cause substantial harm to your present or future competitive position if it were released to your competitors. You must provide to the Coast Guard, by a method listed in this Notice under **ADDRESSES**, detailed information on why release would be harmful. Describe specifically how the information could be used by competitors to your detriment. Some factors you may wish to describe to help us understand your position are (1) the general custom or usage of the information in your business, (2) the number and situation of the persons who have access to the information, and (3) the length of time the information will need to be kept confidential. All submitters of response plans who object to release of information from their plans should respond to this notice as detailed above. We will notify all submitters who respond to this notice of our decision to release or not release their information on the Internet. If a submitter of a response plan does not respond to this notice, we will assume there is no objection to the planned release of information from their plan. The response plan information which we decide to release will not be posted on the Internet until submitters who objected have been given a reasonable opportunity to seek judicial review of our decision.

Dated: April 25, 1999.

R.C. North,

Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 99-11179 Filed 5-3-99; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on December 7, 1998 (FR 63, page 67504).

DATES: Comments must be submitted on or before June 3, 1999. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Aircraft Registration.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0042.

Form(s): AC 8050-1, AC 8050-2, AC 8050-4, AC 8050-81, AC 8050-98, AC 8050-117.

Affected Public: Any person wishing to register an aircraft.

Abstract: The information collected is used by the FAA to register an aircraft or hold an aircraft in trust. The information is required to register and prove ownership of an aircraft. The registration system provides identification of all civil aircraft in the United States.

Estimated Annual Burden Hours: 67,153 burden hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FAA 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.

Issued in Washington, DC, on April 18, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-11177 Filed 5-3-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Over-the-Road Bus Accessibility Program Grants

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Program Guidance Revision.

The Federal Transit Administration provided program guidance and application procedures in a **Federal Register** Notice dated February 8, 1999, "Over-the-Road Bus Accessibility Program Grants" (64FR6165). The notice invited comments regarding the program and stated that program guidance might be revised based upon comments received. There were several comments regarding applying Federal requirements to the entire vehicle rather than to just the wheelchair lifts that are to be added to the vehicles to make them wheelchair accessible. The commenters suggested that the application of Federal requirements to the full vehicle would limit program participation, imposing a burden for a fairly small Federal share. In addition, applying Federal requirements to the entire vehicle would be particularly burdensome for the small over-the-road bus operators. As a result of FTA review of the industry comments describing the detrimental impact that applying federal requirements to the entire vehicle would have on industry participation in this program, and having reviewed the language of the law, FTA is revising its **Federal Register** Notice of February 8, 1999. Federal requirements shall apply only to the incremental cost of making a vehicle wheelchair accessible. Such incremental costs include the lift itself, the expense of installing the lift during manufacture of the vehicle, as well as other items needed to ensure that vehicle accessibility requirements are

met, such as wheelchair securement devices.

Issued on: zApril 28, 1999.

Gordon J. Linton,

Administrator.

[FR Doc. 99-11092 Filed 5-3-99; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5580]

Notice of Receipt of Petition for Decision that Nonconforming 1990-1992 Acura Legend Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1990-1992 Acura Legend passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1990-1992 Acura Legend passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is June 3, 1999.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 9 am to 5 pm).

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle

originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Champagne Imports of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1990-1992 Acura Legend passenger cars are eligible for importation into the United States. The vehicles which Champagne believes are substantially similar are 1990-1992 Acura Legend passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Honda Motor Co., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1990-1992 Acura Legends to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that non-U.S. certified 1990-1992 Acura Legends, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1990-1992 Acura Legends are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* . . . , 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201