

DEPARTMENT OF TRANSPORTATION

Office of The Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending May 7, 1999

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-99-5619.

Date Filed: May 3, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: May 31, 1999.

Description: Application of Atlantic Air Transport Limited pursuant to 49 U.S.C. Section 41301 and Subpart Q, applies for a foreign air carrier permit to engage in the charter foreign air transportation of freight and cargo between any point or points in the United Kingdom and any point or points in the United States, either directly or via intermediate or beyond points in other countries, with or without stopovers; between any point or points in the United States and any point or points not in the United Kingdom or the United States; and any other charter flights authorized pursuant to Part 212 of the Department's regulations.

Docket Number: OST-99-5633.

Date Filed: May 4, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: June 1, 1999.

Description: Application of Turkish Airlines (Turk Hava Yollari, A.O.) pursuant to 14 C.F.R. Part 211 and Subpart Q, applies to amend its existing foreign air carrier permit in order to include the authority to engage in the scheduled foreign air transportation of persons, property and mail between a point or points in Turkey and the U.S. coterminal point Miami, Florida, on a nonstop basis or via the intermediate points Amsterdam and Brussels. Turkish Airlines also requests that Miami be coterminalized with its

existing authority to serve New York and Chicago.

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 99-12322 Filed 5-14-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Federal Highway Administration, 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 review and comment. 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 information collection was published on February 5, 1999 [64 FR 5853-5854].

DATES: Comments must be submitted on or before June 16, 1999.

FOR FURTHER INFORMATION CONTACT: Philip Roke, Project Manager, (202) 366-5884, Federal Highway Administration, Office of Motor Carrier and Highway Safety, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Motor Carrier Scheduling Practices and Their Influence on Driver Fatigue.

Type of Request: Approval of a new information collection.

Affected Public: Interstate motor carrier executives, dispatchers, safety directors, and drivers of commercial motor vehicles carrying passengers and property.

Abstract: The Federal Highway Administration's (FHWA) Office of Motor Carrier and Highway Safety, at the direction and intent of Congress, is conducting this study as a part of applied research that will address a number of safety issues of concern, such as: driver fatigue and alertness; the application of emerging technologies to ensure safety, productivity and regulatory compliance; commercial

driver licensing, training and education. This particular study focuses on the identification of causes of commercial motor vehicle driver fatigue and the development of effective countermeasures. Prior research has indicated that developing an understanding of current operational scheduling requirements is fundamental to any attempt to facilitate change toward better shift systems that take into account the needs of drivers, while at the same time account for the economic realities of their employers and their customers—shippers and receivers. Therefore, this study has two objectives: (1) to assess the operational scheduling requirements of interstate motor carriers of passengers and property; and (2) to identify motor carrier scheduling requirements that have a positive effect on safety performance. Data will be gathered from industry focus groups and a mail survey to randomly-selected participants in the motor carrier and motor coach industries, including upper-level management, safety directors, dispatchers and drivers of passengers and property. Additionally, the data generated from representative samples of the interstate motor carrier industry will be analyzed to develop causal inferences about or relationships between scheduling and related practices and safety performance.

Frequency: The survey will be conducted once.

Estimated Burden: The estimated total annual burden is 1,225 hours.

ADDRESSES: Send comments 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 most effective if OMB receives it within 30 days of publication of this Notice.

Issued on: May 11, 1999.

Michael J. Vecchiatti,

Director, Office of Information and Management Services.

[FR Doc. 99-12362 Filed 5-14-99; 8:45 am]

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