Estimated charge expiration date: October 1, 1998.

Estimated total net PFC revenue: $2,506,162.

Brief description of project.

Construct Two Remote Parking Aprons
Acquire Snow Removal Equipment
Acquire Snow Removal Equipment Storage Building

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: On demand Air Taxi/Commercial Operators (ATCO).

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103.

Issued in Burlington, Massachusetts, on October 9, 1997.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 97–27684 Filed 10–17–97; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97–056; Notice 1]

Reports, Forms, and Recordkeeping Requirements

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

ACTION: Request for public comment on proposed collections 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 four collections of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before December 19, 1997.

ADDRESSES: Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to Docket Section, Room 5109, NHTSA, 400 Seventh St. S.W., Washington, D.C. 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB Clearance Number. It is requested, but not required, that 1 original plus 2 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

FOR FURTHER INFORMATION CONTACT: Complete copies of each request for collection of information may be obtained at no charge from Mr. Ed Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, S.W., Room 6123, Washington, D.C. 20590. Mr. Kosek's telephone number is (202) 366–2589. Please identify the relevant collection of information by referring to its OMB Clearance Number.

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 1320.8(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.

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

Labeling of Retroreflective Materials for Heavy Trailer Conspicuity, 49 CFR 571.108

Type of Request—Reinstatement of clearance.

OMB Clearance Number—2127–0569.

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

Requested Expiration Date of Approval—Three years from date of approval.

Summary of the Collection of Information—The permanent marking of the letters ''DOT–C2'', ''DOT–C3'' or ''DOT–C4'' at least 3mm high at regular intervals on retroreflective sheeting material is the information collection.

Description of the Need for the Information and Proposed Use of the Information—Federal Motor Vehicle Safety Standard No. 108, ''Lamps, Reflective Devices, and Associated Equipment,'' specifies requirements for vehicle lighting for the purposes of reducing traffic accidents and their tragic results by providing adequate roadway illumination, improved vehicle conspicuity, appropriate information transmission through signal lamps, in both day, night, and other conditions of reduced visibility. For certification and identification purposes, the Standard requires the permanent marking of the letters ''DOT–C2'', ''DOT–C3'' or ''DOT–C4'' at least 3mm high at regular intervals on retroreflective sheeting material having adequate performance to provide effective trailer conspicuity.

The manufacturers of new tractors and trailers are required to certify that their products are equipped with retroreflective material complying with the requirements of the standard. The Federal Highway Administration Office of Motor Carrier Safety enforces this and other standards through roadside inspections of trucks. There is no practical field test for the performance requirements, and labeling is the only objective way of distinguishing trailer conspicuity grade material from lower performance material. Without labeling, FHWA will not be able to enforce the performance requirements of the standard, and the compliance testing of new tractors and trailers will be complicated. Labeling is also important to small trailer manufacturers because it may help them to certify compliance. Because wider stripes of material of lower brightness also can provide the minimum safety performance, the marking system serves the additional role of identifying the minimum stripe width required for the retroreflective brightness of the particular material. Since the differences between the brightness grades of suitable retroreflective conspicuity material is not obvious from inspection, the marking system is necessary for tractor and trailer manufacturers and repair shops to assure compliance and for FHWA to inspect tractors and trailers in use.

Permanent labeling is used to identify retroreflective material having the

minimum properties required for effective conspicuity of trailers at night. The information enables the FHWA to make compliance inspections, and it aids tractor and trailer owners and repair shops in choosing the correct repair materials for damaged tractors and trailers. It also aids small trailer manufacturers in certifying compliance of their products. The FHWA will not be able to determine whether trailers are properly equipped during roadside inspections without labeling. The use of cheaper and more common reflective materials, which are ineffective for the application, would be expected in repairs without the labeling requirement.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—The respondents are likely to be manufacturers of the conspicuity material. The agency is aware of at least three. Based on the estimated number of feet of conspicuity material for a year's installation on new tractors and trailers, the number of imprints of the information is estimated to be 10 million.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—The cost to manufacturers of extending the label requirement is the maintenance and amortization of printing rollers and the additional dye or ink consumed. The labels are to be placed at intervals of about 18 inches on rolls of retroreflective conspicuity tape. The labels are printed during the normal course of steady flow manufacturing operations without a direct time penalty.

Two methods of printing the label are in use. One method uses the same roller that applies the dye to the red segments of the material pattern. The roller is resurfaced annually using a computerized etching technique. The ''DOT–C2'' label was incorporated in the software to drive the roller resurfacing in 1993, and there is no additional cost to continue the printing of the label. In fact, costs would be incurred to discontinue the label.

The second method uses a separate roller to apply the label. The manufacturer using this technique reports that these rollers have been in service for 5 years without detectable wear and predicts a service life of at least fifteen years. Four rollers costing about $2,500 each are used. A straight line depreciation of the rollers over 15 years equals $667 per year. With an annual allowance for $333 for additional dye, the annual total industry cost of maintaining the ''DOT–C2'' label is about $1,000.

Labeling of Warning Devices, 49 CFR 571.125

Type of Request—Reinstatement of clearance.

OMB Clearance Number—2127–0506.

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

Requested Expiration Date of Approval—Three years from date of approval.

Summary of the Collection of Information—Federal Motor Vehicle Safety Standard No. 125, ''Warning Devices'' applies to triangular highway warning devices, without self contained energy sources, that are designed for large motor vehicles in interstate commerce and be placed on the roadway forward and rearward of vehicles to warn approaching traffic of the presence of a stopped vehicle. The Standard requires that each manufacturer of warning triangles must label each device. Without proper deployment and use, the effectiveness of the devices may be greatly diminished, and may lead to serious injuries due to rear end collisions between moving traffic and disabled vehicles. The warning device shall be permanently and legibly marked and also provide instructions for its erection and display. Each device shall be labeled with: (a) The name of the manufacturer, (b) the month and year of manufacture, (c) the DOT symbol, or the statement that the warning device complies with all applicable FMVSS. The instructions for each device shall include a recommendation that the driver activate the vehicular hazard warning signal lamps before leaving the vehicle to erect the warning device. Also, the instructions shall include an illustration indicating recommended positioning.

Description of the Need for the Information and Proposed use of the Information—The purpose of the certification symbol is to assure consumers that the devices are of the level of performance required by federal law. Additionally, each motor vehicle in interstate commerce is required to be equipped with such warning devices that comply with the requirements of the standard. The Federal Highway Administration Office of Motor Carrier Safety enforces this and other standards through roadside inspections of trucks. There is no practical field test for the performance requirements, and labeling is the only objective way of distinguishing complying warning devices from look-alike products that do not comply. Without labeling, FHWA will not be able to enforce their requirement.

The purpose of the requirement for instructions is to provide information so that the motoring public can erect and position the warning device so that the warning device is positioned to alert the oncoming traffic of a disabled vehicle and prevent rear end collisions.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—There are three manufacturers labeling approximately 2.85 million warning devices (triangles) per year.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—There are three manufacturers labeling approximately 2.85 million warning devices (triangles) per year for the last few years. The tooling would be replaced after about 20 years of service being used to make about 200K devices per year. The machining each mold that would be replaced is about 8 hours at a cost of $37.50 per hour, or a cost of $300. Assuming that this past years production level of 2.85M devices per year were built each year for the last twenty years (an over-estimate that ignores the long steady growth of the market), the total number of devices manufactured would be 57M. The tooling needs to be replaced every 4M uses; the total number of tools used in the last 20 years is 14.25. The machining for the labeling in each tool would be 14.25 times 8 hours divided by 57M, or 0.000002 hour per device. Thus the current annual cost for the 2.85 M devices manufactured is 5.7 hours × $37.50 = $213.75 .

Collection of Replaceable Headlamp Light Source Information: 49 CFR Part 564

Type of Request—Renewal of clearance.

OMB Clearance Number—2127–0563.

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

Requested Expiration Date of Approval—Three years from date of approval.

Summary of the Collection of Information—The information to be collected is in response to 49 CFR Part 564; Replaceable Light Source Dimensional Information. Persons desiring to use newly designed replaceable headlamp light sources are required to submit interchangeability and performance specifications to the agency. After a short agency review to assure completeness, the information is placed in a public docket for use by any

person who would desire to manufacture headlamp light sources for highway motor vehicles. In Federal Motor Vehicle Safety Standard No. 108, ''Lamps, reflective devices and associated equipment,'' Part 564 submissions are referenced as being the source of information regarding the performance and interchangeability information for legal headlamp light sources, whether original equipment or replacement equipment. Thus, the submitted information about headlamp light sources becomes the basis for certification of compliance with safety standards.

Description of the need for the information and proposed use of the information—The information is to be placed in a public docket for the use by vehicle, headlamp and headlamp light source manufacturers for determining the interchangeability aspects of headlamp light sources for manufacturing purposes and for the design and manufacture of headlamps. In order for replacement light sources to be designated as acceptable replacements, the replacement light sources also are required to comply with the dimensional and performance information in the docket for its type. The Federal program for reducing highway fatalities, injuries and accidents would likely be adversely affected if the information was not collected, because the bulbs would, in fact, not be standardized for performance and interchangeability. If the interchangeability information were not available to manufacturers who normally provide original equipment and aftermarket parts, replacements could become significantly more costly to replace upon burnout, and ready availability would also likely diminish because the replacements would be available from only the vehicle's manufacturer or its dealer. As a potential adverse safety consequence, more and more vehicles would likely be on the highways at night with headlamps having one or more failed bulbs because of the higher expense and lower availability, and therefore reduce the roadway illumination and increase the risk of accident. In the event that the information collection were not reapproved, it is likely that the agency would have to reinstate headlamp light source information as part of the federal lighting standard and thus any new light source designs could be used only after a lengthy and costly rulemaking instead of this simple review and reference procedure.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information—For the burdened parties, only those which develop a new or modified headlamp light source or other additional interchange information will have to submit information. Based on the last three years of Part 564 data collection, thirteen submissions have been received from seven manufacturers; three for new light sources, four for modification of existing information, and six for additional information to existing light sources.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—The average estimated cost of the information submissions is estimated to be 4.2 hours per submission at $100 per hour for a cost of $420 each, thus at a rate of 13/3 submissions per year, the average annual cost is $1820 and the average annual hour burden is 18.2 hours.

Labeling of Motor Vehicle Brake Fluid Containers, 49 CFR 571.116

Type of Request—Reinstatement of clearance.

OMB Clearance Number—2127–0521.

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

Requested Expiration Date of Approval—Three years from date of approval.

Summary of the Collection of Information—Federal Motor Vehicle Safety Standard No. 116, ''Motor Vehicle Brake Fluids,'' specifies performance and design requirements for motor vehicle brake fluids and hydraulic system mineral oils. Section 5.2.2 specifies labeling requirements for manufacturers and packagers of brake fluids as well as packagers of hydraulic system mineral oils. The information on the label of a container of motor vehicle brake fluid or hydraulic system mineral oil is necessary to insure the following: the contents of the container are clearly stated; these fluids are used for their intended purpose only; and, the containers are properly disposed of when empty. Improper use or storage of these fluids could have dire crash safety consequences for the operators of vehicles or equipment in which they are used.

Description of the Need for the Information and Proposed Use of the Information—This labeling information is used by motor vehicle owners, operators, and vehicle service facilities to aid in the proper selection of brake fluids and hydraulic system mineral oils for use in motor vehicles and hydraulic equipment, to assure the continued safety of motor vehicle braking and hydraulic systems, respectively. The information required on the label of brake fluid and hydraulic mineral oil containers identifies performance capabilities of the fluid. The safety warnings required on brake fluid and hydraulic system mineral oil containers are provided to prevent improper use, storage, etc. which might result in motor vehicle brake failure and the failure of equipment utilizing hydraulic system mineral oil.

Properties of these fluids and their use necessitate the package labeling information specified in this standard. Brake fluid and hydraulic system mineral oil must be free of contaminants in order to perform as intended; therefore, the labeling instructions warn against storing in unsealed containers or mixing these fluids with other products. Also, avoiding the absorption of moisture is extremely important since moisture in a brake system degrades braking performance and safety by lowering brake fluid's boiling point, increasing the fluid's viscosity at low atmospheric temperatures and increasing the risk of brake system component corrosion. Lower boiling points increase the risk of brake system failure and increase the possibility of vapor lock. The safety warnings also alert users of brake fluids sold in containers with capacities less than five gallons that the containers should not be refilled or reused for other purposes.

If the labeling requirements were not mandatory, improving safety on the nation's highways would be more difficult to accomplish. Proper vehicle brake performance is crucial to the safety of motor vehicle occupants, and the information on fluid containers is necessary to aid in reducing brake system failures resulting from the use of improper or contaminated fluid. The labeling on fluid containers also helps to ensure that only fluid that complies with federal requirements is sold, and this also facilitates agency enforcement efforts by identifying the fluid packager or manufacturer.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—There are an estimated 200 respondents, mainly those manufacturers involved with the production of motor vehicle brake and hydraulic fluids. A label is required on each container of fluid sold.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—The cost of manufacturing and affixing the labels will vary greatly for various manufacturers. The majority of the labels will be manufactured and affixed in an automated fashion by

major manufacturers involving low material or labor costs. However, for small manufacturers, the costs in terms of labor, and to a lesser extent, material will be somewhat greater. Labels are a standard part of fluid containers, even in the absence of a federal requirement for adding information to the containers. Thus, the added information required by the Standard would be added to the label already existing on the container. Thus the only cost is for adding the required information to an existing label. Typically such labels are silk-screened onto a label material. Thus, the added information to a label would be some small part of the total cost of the silk-screen process used for the production of the label.

The cost estimate for the total annualized costs to the respondent for the incremental aspect of adding this information to the printing cost of an existing label may be derived as follows:

(1) Estimate of the number of respondents—200

(2) Estimate of the number of different types of labels per respondent—24

(3) Technical burden-hours required to design the layout of a label that includes the incrementally added information—8

(4) Number of hours of label design for all respondents—38,400

(5) Average annual label design hours assuming a 5 year label redesign cycle—7,680

(6) Annual label design cost assuming $37.50 hourly wage—$288,000

(7) Annual cost of incrementally added ink for label production (@ $400 per respondent)—$80,000

(8) Total annual cost of added information on label (#6+#7)—$368,000

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: October 14, 1997.

Stephen R. Kratzke,

Acting Associate Administrator for Safety Performance Standards.

[FR Doc. 97–27716 Filed 10–17–97; 8:45 am]

..... BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Applications for Exemptions

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applicants for exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the ''Nature of Application'' portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before November 19, 1997.

ADDRESS COMMENTS TO: Dockets Unit, Research and Special Programs Administration, Room 8421, DHM–30, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

FOR FURTHER INFORMATION: Copies of the applications (See Docket Number) are available for inspection at the New Docket Management Facility, PL–401, at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW. Washington, DC 20590.

NEW EXEMPTIONS

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
11965–N ..	RSPA–97–2989	J.R. Simplot Company, Edison, CA.	49 CFR 174.67(i) & (j).	To authorize tank cars to remain connected during unloading of Class 8 material without the physical presence of an unloader. (Mode 2.)
11966–N ..	RSPA–97–2990	FMC Corporation, Philadelphia, PA.	49 CFR 173.31(b)(6)(i).	To authorize the transportation in commerce of DOT 111A–60A1W2 aluminum tank cars equipped with half head shields instead of full for use in transporting Hydrogen peroxide aqueous solutions, Division 5.1. (Mode 2.)
11967–N ..	RSPA–97–2991	Savage Industries Inc., Norristown, PA.	49 CFR 174.67(i) & (j).	To authorize tank cars to remain connected during unloading of various hazardous materials to remain connected during unloading without the physical presence of an unloader. (Mode 2.)
11968–N ..	RSPA–97–2992	Air Liquide America Corp., Houston, TX.	49 CFR 177.834(i)(3)	To authorize the unloading of Division 2.1 and 2.2 material from DOT Specification cargo tanks without the physical presence of an unloader. (Mode 1)
11970–N	RSPA–97–2993	Exxon Chemical, Inc., Baytown, TX.	49 CFR 172.101, 178.245–1(c).	To authorize the transportation in commerce of DOT-Specification 51 portable tanks equipped with a bottom outlet and no internal shutoff valve for use in transporting pyrophoric solids, inorganic, n.o.s., Division 4.2. (Modes 1, 2, 3.)
11971–N ..	RSPA–97–2994	Regional Airline Assoc., Washington, DC.	49 CFR 173.34(e)	To authorize an alternative retesting procedure for Specification 4DA and 4DS hermetically sealed cylinders which serves as components of aircraft systems. (Modes 1, 2.)
11972–N ..	RSPA–97–2996	Snaketan, Woodland, CA.	49 CFR 172.411, 172.448, 172.519, 173.118.	To authorize the transportation in commerce of small quantities of hazardous materials as essentially non-regulated. (Mode 1.)