

2. *Title:* Self-propelled Liquefied Gas Vessels.

OMB Control Number: 2115-0113.

Summary: The information in this report is needed to ensure compliance with U.S. regulations for the design and operation of liquefied gas carriers.

Need: Title 46 U.S.C. 3703 and 9101 authorizes the Coast Guard to establish regulations to protect life, property, and the environment from the hazards associated with the carriage of bulk liquid dangerous cargoes. Title 46 CFR, part 154 prescribes the Coast Guard regulations for the carriage of liquefied gases in bulk on self-propelled vessels by establishing rules for the design, construction, equipment, personnel safety, and operation of these vessels.

Respondents: Vessel owners and operators.

Frequency: On occasion.

Burden: the estimated burden is 4,070 hours annually.

3. *Title:* Alternate Compliance Program—Record of Inspections.

Summary: The information for this report is only collected when an owner/operator of an inspected vessel voluntarily decides to participate in the U.S. Coast Guard's Alternate Compliance Program (ACP). The information collected will be used to assess compliance prior to issuance of a Certificate of Inspection.

Need: Title 46 U.S.C. 3306, 3316, and 3703 authorizes the Coast Guard to establish vessel inspection regulations and inspection alternatives. Title 46 CFR, part 8 prescribes the Coast Guard regulations for recognizing classification societies and enrollment of U.S. flag vessels in ACP.

Respondents: Classification societies.

Frequency: On Occasion.

Burden: The estimated burden is 190 hours annually.

4. *Title:* Requirements for Lightering of Oil and Hazardous Material Cargoes.

OMB Control Number: 2115-0539.

Summary: The information for this report allows the U.S. Coast Guard to provide timely response to an emergency and minimize the environmental damage from an oil or hazardous material spill. The information also allows the Coast Guard to control the location and procedures for lightering activities.

Need: Title 46 U.S.C. 3715 authorizes the Coast Guard to establish lightering regulations. Title 33 CFR 156.200 to 156.330 prescribes the Coast Guard regulations for lightering, including pre-arrival notice, reporting of incidents and operating conditions.

Respondents: Vessel owners and operators.

Frequency: On occasion.

Burden: The estimated burden is 315 hours annually.

5. *Title:* Instructional material for Lifesaving, Fire Protection and Emergency Equipment.

OMB Control Number: 2115-0576.

Summary: The information for this report allows crew members of U.S. vessels to provide proper and timely response to an emergency, to minimize personnel injuries or deaths and to prevent environmental damage from an oil or hazardous material spill. The information is used during training sessions and during emergencies.

Need: Title 46 U.S.C. 3306 authorizes the Coast Guard to establish regulations concerning lifesaving, fire protection and other equipment. Title 46 CFR, subchapters Q and W prescribes regulations that include the instructional materials needed to ensure a vessel's crew has the necessary information on the proper use of lifesaving, fire protection and emergency equipment.

Respondents: Equipment manufacturers.

Frequency: On occasion.

Burden: The estimated burden is 8,512.

Dated: January 28, 1999.

G.N. Naccara,

Rear Admiral, U.S. Coast Guard, Director of Information and Technology.

[FR Doc. 99-2828 Filed 2-4-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc.; Governmental/Industry Free Flight Steering Committee Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for an RTCA Government/Industry Free Flight Steering Committee meeting to be held February 19, 1999, starting at 1:00 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591 in the Bessie Coleman Conference Center, Second Floor.

The agenda will include: (1) Welcome and Opening Remarks; (2) Review Summary of the Previous Meeting; (3) Discuss GPS/WAAS Sole Means Risk Assessment final report from John Hopkins University Applied Physics Laboratory; (4) Schedule Update for the GPS WAAS Program; (5) Report on Free Flight Phase 1 Technology Schedules; (6) Other Business; (7) Date and

Location of Next Meeting; (8) Closing Remarks.

Attendance is open to the interested public but limited to space availability. With the approval of the co-chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statement or obtain information should contact the RTCA, Inc., at (202) 833-9339 (phone), (202) 833-9434 (facsimile), or dclarke@rtca.org (e-mail).

Members of the public may present a written statement at any time.

Issued in Washington, DC, on January 26, 1999.

Janice L. Peters,

Designated Official.

[FR Doc. 99-2832 Filed 2-4-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on PFC Application 99-04-C-00-OTH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at North Bend Municipal Airport, Submitted by the City of North Bend, North Bend, OR

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, the revenue from a PFC at North Bend Municipal Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 8, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gary LeTellier, Airport Manager, at the following address: North Bend Municipal Airport, P.O. Box B, North Bend, OR 97459.

Air carriers and foreign air carriers may submit copies of written comments previously provided to North Bend Municipal under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056. 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 99-04-C-00-OTH to impose and use, the revenue from a PFC at North Bend Municipal Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 29, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of North Bend, North Bend, Oregon, 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 May 5, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: November 1, 2001.

Proposed charge expiration date: December 1, 2003.

Total estimated net PFC revenue: \$103,610.

Brief description of proposed project(s): Impose and Use: Construction of hangar access, taxiway, and taxilanes; Rehabilitation of main PCC apron; Airport rescue and fire fighting equipment purchase.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators utilizing aircraft having a seating capacity of less than twenty passenger, emergency medical flights, and other nonscheduled air taxi/commercial operators.

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 Regional, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, 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 North Bend Municipal Airport,

Issued in Renton, Washington on January 29, 1999.

Carolyn T. Reed,

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

[FR Doc. 99-2831 Filed 2-4-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-98-5021]

Notice of Request for Clearance of a New Information Collection: Motor Carrier Scheduling Practices and Their Influence on Driver Fatigue

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to approve a new information collection related to the research project "Motor Carrier Scheduling Practices and Their Influence on Driver Fatigue." This information collection will be in the form of a survey comprised of multiple parts designed to collect information from interstate motor carrier executives, dispatchers, safety directors, and drivers of commercial motor vehicles carrying passengers and property.

DATES: Comments must be submitted on or before April 6, 1999.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Philip J. Roke, Project Manager, (202) 366-5884, Federal Highway Administration, Office of Motor Carrier Research and Standards, 400 7th Street S.W., Room 3107, Washington, D.C. 20590. Office hours are from 7:30 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

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

Background: The Office of Motor Carriers (OMC) is endeavoring to develop and implement a commercial motor vehicle safety program that is consistent with the direction and intent of the Congress, as specified in the Conference Report 104-286 to accompany House Report 2002 to the Department of Transportation's Appropriations Bill (Public Law 104-50). In this Conference Report, the Congress directed the FHWA to contract during FY1996 with the American Trucking Associations Foundation's (ATAF) Transportation Research Institute (TRI), to perform applied research in an amount not less than \$4 million to 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. Within this legislative authority, the FHWA awarded a cooperative agreement to the ATAF's TRI on a noncompetitive basis.

The TRI has participated in several research partnerships with the FHWA's OMC designed to identify causes of commercial motor vehicle driver fatigue and to develop effective countermeasures. Such 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 of key participants in motor carriage by TRI's subcontractor Iowa State University 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.

The research methodology employed includes the use of a comprehensive literature review in conjunction with first-hand knowledge obtained from industry focus groups. Together, the information, insights, and other input derived from these carefully selected focus groups are essential to the development of meaningful, comprehensive and logical survey instruments specific to motor carrier upper-level management, safety directors, dispatchers, and drivers of passengers and property. The surveying