

TSO-C127/127a for transport airplanes is achievable. We also determined standardizing would provide little benefit and potentially higher cost for manufacturers of aircraft seats used in non-transport category airplanes. We accomplish this by referencing the proper industry standard, NAS 809 or SAE AS8049, based on seat "Type" used in TSO-C39b and TSO-C39c respectively.

#### How To Obtain Copies

A copy of the proposed TSO may be obtained via the Internet at, <http://www.faa.gov/certification/aircraft/TSOA.htm>, or by contacting the person listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

Dated: Issued in Washington, DC, on September 8, 2003.

**David W. Hempe,**

Manager, Aircraft Engineering Division,  
Aircraft Certification Service.

[FR Doc. 03-23302 Filed 9-11-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD 2003 16113]

#### Information Collection Available for Public Comments and Recommendations

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

**DATES:** Comments should be submitted on or before November 12, 2003.

#### FOR FURTHER INFORMATION CONTACT:

Keith Lesnick, Maritime Administration, (MAR-830), 400 Seventh St., SW., Washington, DC 20590. Telephone: 202-366-1624, FAX: 202-366-6988; or E-MAIL: [keith.lesnick@marad.dot.gov](mailto:keith.lesnick@marad.dot.gov). Copies of this collection can also be obtained from that office.

#### SUPPLEMENTARY INFORMATION:

*Title of Collection:* Port Facility Conveyance Information.

*Type of Request:* Extension of currently approved information collection.

*OMB Control Number:* 2133-0524.

*Form Numbers:* None.

*Expiration Date of Approval:* Three years from date of approval by the Office of Management and Budget.

*Summary of Collection of Information:* Public Law 103-160, which is included in 40 U.S.C. 554 authorizes the Department of Transportation to convey to public entities surplus Federal property needed for the development or operation of a port facility. The information collection will allow MARAD to approve the conveyance of property and administer the port facility conveyance program.

*Need and Use of the Information:* The information collection is necessary for MARAD to determine whether (1) the community is committed to the redevelopment plan; (2) the plan is in the best interests of the public, and (3) the property is being used in accordance with the terms of the conveyance and applicable statutes and regulations.

*Description of Respondents:* Eligible state and local public entities.

*Annual Responses:* Six respondents.

*Annual Burden:* 768 burden hours.

*Comments:* Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EDT (or EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Dated: September 8, 2003.

By Order of the Maritime Administrator.

**Joel C. Richard,**

Secretary, Maritime Administration.

[FR Doc. 03-23281 Filed 9-11-03; 8:45 am]

**BILLING CODE 4910-81-U**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2002-16042]

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

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

**ACTION:** Emergency Federal Register notice.

**SUMMARY:** NHTSA has submitted the following request for emergency processing of a public collection of information to the Office of Management and Budget (OMB) for review and clearance under the Paperwork Reduction Act of 1995 (Pub. L. 104-13, 44 U.S.C. Chapter 35). This notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to OMB for review and comment. The ICR describes the nature of the collection of information and its expected burden on the public.

This document describes a collection of information by special order for tire pressure monitoring system (TPMS) data from major motor vehicle manufacturers and TPMS suppliers that have a presence in the USA. NHTSA seeks OMB approval of that collection.

*Comments:* Comments should be directed to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, Attention: Desk Officer for the National Highway Traffic Safety Administration.

**DATES:** OMB approval was granted on September 9, 2003.

**FOR FURTHER INFORMATION CONTACT:** Dorothy Nakama, Office of the Chief Counsel, NHTSA, 400 Seventh Street, SW., Room 5219, Washington, DC 20590. Ms. Nakama's telephone number is (202) 366-2992.

#### SUPPLEMENTARY INFORMATION:

### National Highway Traffic Safety Administration

*Title:* Special Order for Tire Pressure Monitoring Systems.

*OMB Clearance Number*—2127-0633.

*Expiration Date of Approval*—December 31, 2003.

*Summary of Collection of Information*—The information requested from the vehicle manufacturers includes a list of all vehicle models available for sale or lease in the USA that indicates the motor vehicle manufacturers' actual or planned TPMS for each vehicle model for model years (MY) 2001 to 2008. The information requested from TPMS suppliers includes current and future production capability of TPMSs for motor vehicles available for sale in the USA.

*Description of the Likely Respondents (Including Estimated Number and Frequency of Responses to the Collection of Information)*

The tire pressure monitoring system data will be collected from:

(1) Vehicle manufacturers that sell light vehicles having a gross vehicle weight rating of less than 10,000 pounds (except motorcycles, low-speed vehicles, and trailers) in the United States.

(2) TPMS suppliers that manufacture for sale TPMSs for the above vehicles.

This information will be provided by the respondents in a prescribed electronic readily available format, such as Microsoft Word and Microsoft Excel, for ease of searching, storing, and evaluation.

For both groups of manufacturers, the company that historically reports phase-in compliance information to the agency

will collect the data from their respective subsidiaries or affiliates. This comports with the manner in which each manufacturer complies with other phase-in requirements.

This information will be used by NHTSA to determine the lead-time and phase-in schedule needed by vehicle manufacturers to comply with a Federal Motor Vehicle Safety Standard (FMVSS) concerning TPMSs.

*Estimate of the Total Annual Reporting and Recordkeeping Burden of the Collection of Information*

NHTSA estimates that the requested information is readily available from records already kept and maintained by the potential respondents. NHTSA believes that the burden incurred by vehicle manufacturers will be limited to a review of actual production or planned production previously

determined by the respondent to determine the type of TPMS that was or will be installed in the vehicles. For TPMS suppliers, the burden should be less, as they will state current capacity and estimate future capacity to supply vehicle manufacturers. Also, this is a one-time request with no recurring costs. Taking these factors into account, NHTSA estimates that 65 burden-hours of time per vehicle manufacturer are sufficient for even the largest manufacturers with several makes and models. For TPMS suppliers, the burden is less since the suppliers are not as complex as vehicle manufacturers. As such, NHTSA estimates that 30 burden-hours per TPMS supplier are sufficient for even the largest supplier. It is estimated that this collection affects approximately 27 respondents. The estimates of the burden-hours on the respondents is as follows:

Automobile manufacturers that sell light vehicles in the U.S. that weigh less than 10,000 pounds GVWR (except motorcycles, low-speed vehicles, and trailers).	General Motors DaimlerChrysler Toyota etc., for a total of 14 manufacturers.	65 hours per company.
TPMS manufacturers that sell original equipment TPMS for the above vehicles.	TRW Delphi Visteon etc., for a total of 13 suppliers.	30 hours per company.
Total .....	27 companies .....	1300 burden-hours.

*Estimate of the Total Annual Costs of the Collection of Information*

There are no annual or recurring costs to respondents associated with this one-time data collection. The only cost incurred by the Federal Government, beyond normal overhead costs associated with the daily activities of NHTSA's Office of Rulemaking, is 20 hours for agency personnel to analyze the data received as a result of this collection. Each hour is estimated to cost \$40.00 for a total cost of \$800 (\$40.00 × 20).

Issued: September 10, 2003.

**Jacqueline Glassman,**  
Chief Counsel.

[FR Doc. 03-23409 Filed 9-10-03; 1:01 pm]

BILLING CODE 4910-59-P

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Finance Docket No. 34390]

**Winchester and Western Railroad Company, New Jersey Division—Acquisition Exemption—Line of Consolidated Rail Corporation**

Winchester and Western Railroad Company (W&W), New Jersey Division, a Class III rail carrier, has filed a verified notice of exemption under 49 CFR

1150.41 to acquire approximately 1.4 miles of railroad from Consolidated Rail Corporation (Conrail), known as a portion of the Millville Industrial Track. The trackage extends between milepost 39.4, located between Conrail's Millville Yard and Second Street, and milepost 40.8, located south of the intersection of Sixth and Smith Streets, in Millville, Cumberland County, NJ. The property to be acquired also includes a short stub-ended spur track.<sup>1</sup> W&W currently operates over the line under an interchange agreement with Conrail.

W&W certifies that its projected annual revenues as a result of this transaction will not exceed \$5 million, and thus the transaction will not result in the creation of a Class I or Class II rail carrier.

W&W intended to consummate this transaction on or about September 2, 2003.<sup>2</sup>

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the

exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34390, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on applicant's representative: John D. Heffner, 1920 N Street, NW., Suite 800, Washington, DC 20036.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: September 4, 2003.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 03-23170 Filed 9-11-03; 8:45 am]

BILLING CODE 4915-00-P

<sup>1</sup> Conrail has reserved for itself a permanent freight operating easement beginning at milepost 39.4 and extending south and consisting of sufficient footage of track solely to accommodate headroom or tailroom for an approximate 100-car unit train, being approximately 6,000 feet in length. The purpose of this easement will be to facilitate Conrail switching and train movements in the yard.

<sup>2</sup> The effective date of the exemption was September 1, 2003 (7 days after the exemption was filed).