

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[RTCA Special Committee 172]****Future Air-Ground Communications in the VHF Aeronautical Data Bank (118–137 MHz); Correction****ACTION:** Correction.

This document contains a correction to a meeting notice published in the **Federal Register** on March 31, 1998 (63 FR 15479).

SUMMARY: The venues previously published for the RTCA Special Committee 172 meeting are corrected by changing the Army and Navy Club and RTCA in the first paragraph, second sentence (column 3) to RTCA for all four days of the meeting.

The meeting announcement is revised to give RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036, as the meeting venue for April 14–17, 1998.

Issued in Washington, DC, on March 31, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98–8949 Filed 4–3–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****[Docket Number NHTSA–98–3700]****Reports, Forms, and Recordkeeping Requirements**

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

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 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 reinstatement of previously approved collections.

This document describes seven collections of information for which NHTSA intends to seek OMB approval. **DATES:** Comments must be received on or before June 5, 1998.

ADDRESSES: Comments must refer to the docket notice numbers cited at the

beginning of this notice and be submitted to Docket Management, Room PL–401, 400 Seventh Street, S.W., Washington, DC 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 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from Mr. Michael Robinson, NHTSA Information Collection Clearance Officer, 400 Seventh Street, S.W., Room 6123, NAD–40, Washington, D.C. 20590. Mr. Robinson's telephone number is (202) 366–9456. Please identify the relevant collection of information by referring to its OMB Control 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 first 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 regulation (at 5CFR 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;

(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 for public comments on the following proposed collections of information:

(1) **Title:** Brake Hose Manufacturing Identification, Safety Standard No. 106. **OMB Control Number:** 2127–0052.

Affected Public: Business or other for-profit.

Abstract: Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, Title 15 United States Code 1932, Section 103, authorizes the issuance of Federal Motor Vehicle Safety Standards, (FMVSS). The Act mandates that in issuing any Federal motor vehicle safety standards, the agency is to consider whether the standard is reasonable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed. Using this authority, Standard 106, Brake Hoses was issued. This standard specifies labeling and performance requirements for all motor vehicle brake hose assemblers, brake hoses and brake hose end fittings manufacturers for automotive vehicles. These entities must register their identification marks with NHTSA to comply with this standard.

Estimated Annual Burden: 30 hours.

Number of Respondents: 20

(2) **Title:** 49 CFR 575.104, Uniform Tire Quality Grading Standards.

OMB Control Number: 2127–0519

Affected Public: Business or other for-profit

Abstract: 49 United States Code 30123(e) states: "the Secretary shall prescribe a uniform quality grading system for motor vehicle tires to help consumers make an informed choice when purchasing tires." Additionally, it states that there shall be cooperation between the NHTSA, the industry, and the Federal Trade Commission to the maximum extent practicable in efforts to eliminate deceptive and confusing tire nomenclature and marketing practices.

With this mandate, the agency established 49 code of Federal Regulations (CFR) 575.104—Uniform Tire Quality Grading Standards (UTQGS). To carry out this mandate, NHTSA established a grading system for tires based on three different characteristics—treadwear, traction, and temperature resistance.

Estimated Annual Burden: 1,043,000 hours.

Number of Respondents: 140

(3) **Title:** Procedures for Selecting Lines to be Covered by the Theft Prevention Standard (49 CFR 542)

OMB Control Number: 2127–0539.

Affected Public: Business or other for-profit.

Abstract: The Anti Car Theft Act of 1992 (amended the Motor Vehicle Theft Law Enforcement Act of 1984 (P.L. 98–547) requires this collection of information. One component of the theft prevention package requires the Secretary of Transportation (delegated to the National Highway Traffic Safety

Administration (NHTSA) to promulgate a theft prevention standard for the designation of high-theft vehicle lines. Provisions delineating the information collection requirements include section 33104, which requires NHTSA to promulgate a rule for the identification of major component parts for vehicles having or expected to have a theft rate above the median rate for all new passenger motor vehicles (cars, MPVs, and light-duty trucks—6000 lbs GVWR and below) sold in the United States, as well as with major component parts that are interchangeable with those having high-theft rate.

The specific lines and parts to be identified are to be selected by agreement between the manufacturer and the agency. If there is a disagreement of the selection, the statute states that the agency shall select such lines and parts, after notice to the manufacturer and an opportunity for written comment.

The procedures, contained in Part 542 (1) and (2) will be applied to those lines introduced before or after the 1997 model year (MY).

Estimated Annual Burden: 4216 hours.

Number of Respondents: 34.

(4) *Title:* Owner's Manual

Requirements—Motor vehicle and Motor Vehicle Equipment (49 CFR 571.108, 205, 208, 210 and 575.105).

OMB Control Number: 2127-0541.

Affected Public: Individuals, Households, Business, other for-profit, Not-for-profit, Farms, Federal Government and State, Local or Tribal Government.

Abstract: 49 U.S.C. 30117 authorizes the Secretary to require that manufacturers provide technical information, as for example information directed for publication in a vehicle owner's manual, related to the performance and safety specified in the Federal motor vehicle safety standards for the purposes of educating the consumer and providing safeguards against improper use.

Using this authority, the agency issued the following FMVSS and regulations, specifying that certain safety precautions regarding items of motor vehicle equipment appear in the owner's manual to aid the agency in achieving many of its safety goals.

FMVSS No. 108—Lamps, Reflective Devices, and Associated Equipment

This standard requires that certain lamps and reflective devices with certain performance levels be installed on motor vehicles to assure that the roadway is properly illuminated, that vehicles can be readily seen, and the

signals can be transmitted to other drivers sharing the road, during day, night and inclement weather. In this particular case, a new manner of headlamp aiming is being allowed whereby owners as well as traditional vehicle service personnel could aim their vehicle's headlamps using equipment that is an integral part of the headlamp system. Since the specific manner in which aim is to be performed is not regulated (only the performance of the devices is), aiming devices manufactured or installed by different vehicle and headlamp manufacturers may work in significantly different ways. As a consequence, instructions for proper use must be part of the vehicle as a label, or optionally, in the vehicle owner's manual.

Part 575 section 103—Camper Loading.

This standard requires that manufacturers of slide-in campers designed to fit into the cargo bed of pickup trucks affix a label to each camper that contains information relating to certification, identification and proper loading, and to provide more detailed loading information in the owner's manual of the truck.

FMVSS No. 205—Glazing Materials

This standard specifies requirement for all glazing material used in windshields, windows, and interior partitions of motor vehicles. Its purpose is to reduce the likelihood of lacerations and to minimize the possibility of occupants penetrating the windshield in collision. More detailed information regarding the care and maintenance of such glazing items, as the glass-plastic windshield is required to be placed in the owner's manual.

FMVSS No. 208—Occupant Crash Protection

This standard specifies requirements for both active and passive occupant crash protection systems for passenger cars, multipurpose passenger vehicles, trucks and small buses. Certain safety features, such as air bags, or the care and maintenance of air bag systems, are required to be explained to the owner by means of the owner's manual. For example, the owner's manual must describe the vehicle's air bag system and provide precautionary information about the proper positioning of the occupants, including children. The owner's manual must also warn that no objects, such as shotguns carried in police cars, should be placed over or near the air bag covers.

FMVSS No. 210—Seat Belt Assembly Anchorages

This standard specifies requirements for seat belt assembly anchorages to ensure effective occupant restraint and to reduce the likelihood of failure in collisions. Manufacturers of vehicles that are not equipped with lap belt assemblies at front outboard passenger seating positions suitable for securing child restraints are required to include information in the owner's manual on the correct location and placement of seat belt anchorages which will provide this protection.

Part 575—Section 105—Utility Vehicles

This regulation requires manufacturers of utility vehicles to alert drivers that the particular handling maneuvering characteristics of utility vehicles require special driving practices when these vehicles are operated on paved roads. A statement is provided in the regulation which manufacturers shall include, in its entirety or equivalent form, in the owner's manual.

Estimated Annual Burden: 1095.

Number of Respondents: 120.

(5) *Title:* Petitions for Exemption from the Vehicle Theft Prevention Standard, 49 CFR Part 543.

OMB Control Number: 2127-0542.

Affected Public: Business or other for-profit.

Abstract: 49 U.S.C. Chapter 331 requires the Secretary of Transportation to promulgate a theft prevention standard to provide for the identification of certain motor vehicles and their major replacement parts to impede motor vehicle theft. 49 U.S.C. section 33106 provides for an exemption to this identification process by petitions from manufacturers who equip covered vehicles with standard original equipment anti theft devices, which the Secretary determines are likely to be as effective in reducing or deterring theft as the identification system.

Estimated Annual Burden: 96 hours.

Number of Respondents: 12.

(6) *Title:* Production Reporting System for Side Impact Protection Compliance 949 CFR Part 586.

OMB Control Number: 2127-0558.

Affected Public: Business or other for-profit.

Abstract: 15 U.S.C. 1392 of the National Traffic and Motor Vehicle Safety Act of 1966, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS). The agency, in prescribing a FMVSS, is to consider available relevant motor vehicle safety data, and to consult with the Vehicle

Equipment Safety Commission and other agencies as it deems appropriate. Further, the Act mandates that in issuing any FMVSS, the agency considers whether the standard is "reasonable, practicable and appropriate for the particular type of motor vehicles or item of motor vehicle equipment for which it is prescribed," and whether such standards will contribute to carrying out the purpose of the Act. The Secretary is authorized to revoke such rules and regulations as she/he deems necessary to carry out this subchapter.

Using this authority, the agency issued the original FMVSS No. 214, "Side Door Strength," in October 30, 1970. On October 30, 1990, NHTSA amended FMVSS No. 214 to require dynamic side impact testing of passenger cars. The requirements was phased-in over a three-year period beginning on September 1, 1993. The title of the new standard is FMVSS No. 214 "Side Impact Protection."

Estimated Annual Burden: 936 hours.
Number of Respondents: 26.

(7) Title: Upper Interior Component Head Impact Protection Phase-in Reporting Requirements.

OMB Control Number: 2127-0581.

Affected Public: Business or other for-profit.

Abstract: 15 U.S.C. 1392 of the National Traffic and Motor Vehicle Safety Act of 1966, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS). The agency, in prescribing a FMVSS, is to consider available relevant motor vehicle safety data, and to consult with the Vehicle Equipment Safety Commission and other agencies as it deems appropriate. Further, the Act mandates that in issuing any FMVSS, the agency considers whether the standard is "reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed," and whether such standards will contribute to carrying out the purpose of the Act. The Secretary is authorized to revoke such rules and regulations as she/he deems necessary to carry out this subchapter.

Using this authority, the agency issued the original FMVSS No. 201 "Occupant Protection in Interior Impact" in 1967 for passenger cars. In 1979, the agency extended the standard to multipurpose passenger vehicles, trucks and buses with a GVWR of 10,000 pounds or less. Under the mandate of the National Highway Traffic Safety Administration Authorization Act of 1991, the agency has amended FMVSS No. 201 to require improved head protection in impacts

against the vehicle upper interior components. The final rule proposes three alternative implementation plans at manufacturers' option (1) 100% effective, beginning September 1 or 1999, (2) 10%, 25%, 40%, 70% and 100% phase-in, beginning September 1 of 2002 for final stage manufacturers and alterers only. The phase-in plan requires all manufacturers to report achievement of annual production quotas for the first four years during the phase-in period. The report is due within the 60 days after August 31 or each production year. After the report is received, requirements will cease and no further report will be required.

Issued on: April 1, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98-8968 Filed 4-3-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3268; Notice 2]

Panoz Auto Development Company; Grant of Application for Second Renewal of Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

This notice grants the application by Panoz Auto Development Company of Hoschton, GA., for a second renewal of its exemption from paragraph S4.1.4 of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*. The basis of the reapplication is that compliance will cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith.

Notice of receipt of the application was published on December 30, 1997, and an opportunity afforded for comment (62 FR 67931).

Panoz received NHTSA Exemption No. 93-5 from S4.1.4 of Standard No. 208, an exemption for two years which was initially scheduled to expire August 1, 1995 (58 FR 43007). It applied for, and received, a renewal of this exemption for an additional two years, scheduled to expire on November 1, 1997 (61 FR 2866). On August 28, 1997, NHTSA received Panoz's application for second renewal, which was more than 60 days before the scheduled expiration date of its exemption. In accordance with 49 CFR 555.8(e), Panoz' filing of its application before the 60th day stays the expiration until the Administrator

grants or denies the application for second renewal.

Panoz's original exemption was granted pursuant to the representation that its Roadster would be equipped with a Ford-supplied driver and passenger airbag system, and would comply with Standard No. 208 by April 5, 1995 after estimated expenditures of \$472,000. As of April 1993, the company had expended 750 man hours and \$15,000 on the project.

According to its 1995 application for renewal:

Panoz has continued the process of researching and developing the installation of a driver and passenger side airbag system on the Roadster since the original exemption petition was submitted to NHTSA on April 5, 1993. To date, an estimated 1680 man-hours and approximately \$50,400 have been spent on this project.

At that time, Panoz used a 5.0L Ford Mustang GT engine and five speed manual transmission in its car. Because "the 1995 model year and associated emission components were revised by Ford", this caused

a delay in the implementation of the airbag system on the Roadster due to further research and development time requirements and expenditure of additional monies to evaluate the effects of these changes on the airbag adaptation program.

Shortly before filing its application for first renewal, Panoz learned that Ford was replacing the 5.0L engine and emission control system on the 1996 Mustang and other passenger cars with a modular 4.6L engine and associated emission components. The 1995 system did not meet 1996 On-Board Diagnostic emission control requirements, and Panoz was faced with using the 1996 engine and emission control system as a substitute. The majority of the money and man hours at that time had been spent on adapting an airbag system to the 5.0L engine car, and the applicant had to concentrate on adapting it to a 4.6L engine car. Panoz listed eight types of modifications and testing necessary for compliance that would cost it \$337,000 if compliance were required at the end of a one-year period. It asked for and received a two-year renewal of its exemption.

However, Panoz found integration of the 4.6L engine into its existing chassis more difficult than anticipated, primarily because the 4.6L was 10 inches wider than the engine it replaced. This required a total redesign of the chassis, requiring expenditure of "a significant amount of resources." Simultaneously, it designed the vehicle to allow for the integration of the Ford Mustang driver-side and passenger-side