

Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 7, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Reading Regional Airport Authority was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 7, 1998.

The following is a brief overview of the application.

Application number: 97-03-C-00-RDG.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: February 1, 1998.

Proposed charge expiration date: February 1, 2008.

Total estimated PFC revenue: \$1,300,000.

Brief description of proposed project:

—Terminal Building Renovation
—Land Acquisition for Runway Protection Zone

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 on-demand 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: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Reading Regional Airport Authority.

Issued in Jamaica, New York, on January 29, 1998.

Thomas Felix,

Planning & Programming Branch, Airports Division, Eastern Region.

[FR Doc. 98-4164 Filed 2-18-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. MC-89-10; FHWA-97-2195]

Inspection, Repair, and Maintenance; Periodic Inspection of Commercial Motor Vehicles

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice to motor carriers on State periodic inspection programs; closing of public docket.

SUMMARY: This notice adds the State of Ohio's periodic inspection (PI) program for church buses to the list of programs which are comparable to, or as effective as, the Federal PI requirements contained in the Federal Motor Carrier Safety Regulations (FMCSRs). The FHWA has published a list of such programs in the **Federal Register** previously, and this list has been revised occasionally. Including Ohio, there are 23 States, the Alabama Liquefied Petroleum Gas Board, the District of Columbia, 10 Canadian Provinces, and one Canadian Territory that have PI programs which the FHWA has determined to be comparable to, or as effective as, the Federal PI requirements. In addition, the FHWA is closing FHWA Docket No. MC-89-10, FHWA-97-2195 because interested parties know how to contact the FHWA by means other than the formal docket system to request that an inspection program be added to the list.

DATES: This action is effective on February 19, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Larry W. Minor, Office of Motor Carrier Standards, HCS-10, (202) 366-4009; or Mr. Charles Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the **Federal Register** Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the **Federal Register's** home page at: <http://www.nara.gov/nara/fedreg> and the Government Printing Office's database at: http://www.access.gpo.gov/su_docs.

Background

Section 210 of the Motor Carrier Safety Act of 1984 (49 U.S.C. 31142) (the Act) requires the Secretary of Transportation (the Secretary) to prescribe standards for annual, or more frequent, inspection of commercial motor vehicles (CMVs), unless the Secretary finds that another inspection system is as effective as an annual, or more frequent, inspection. On December 7, 1988, in response to the Act, the FHWA published a final rule amending 49 CFR part 396, Inspection, Repair, and

Maintenance (53 FR 49402). The final rule requires CMVs operated in interstate commerce to be inspected at least once a year. The inspection is to be based on Federal inspection standards, or a State inspection program determined by the FHWA to be comparable to, or as effective as, the Federal standards. Accordingly, if the FHWA determines a State's PI program is comparable to, or as effective as, the requirements of part 396, then a motor carrier must ensure that all of its CMVs which are required by that State to be inspected through the State's inspection program are so inspected. If a State does not have such a program, the motor carrier is responsible for ensuring that its CMVs are inspected using one of the alternatives included in the final rule.

On March 16, 1989, the FHWA published a notice in the **Federal Register** which requested States and other interested parties to identify and provide information on the CMV inspection programs in their respective jurisdictions (54 FR 11020). Upon review of the information submitted, the FHWA published a list of State inspection programs which were determined to be comparable to the Federal PI requirements (54 FR 50726, December 8, 1989). This initial list included 15 States and the District of Columbia. That list was revised on September 23, 1991, to include the inspection programs of the Alabama Liquefied Petroleum Gas (LPG) Board, California, Hawaii, Louisiana, Minnesota, all of the Canadian Provinces, and the Yukon Territory (56 FR 47983). On November 27, 1992, the list was revised to include the Wisconsin bus inspection program (57 FR 56400). On April 14, 1994, the list was revised to include the Texas CMV inspection program (59 FR 17829). The list was most recently revised on November 7, 1995, to include the Connecticut bus inspection program (60 FR 56183).

Determination: State of Ohio Church Bus Inspection Program

The State of Ohio (the State) has implemented mandatory annual inspection requirements for church buses as part of its program to improve the safety of operation of private motor carriers of passengers. Church groups that operate buses which qualify as commercial motor vehicles (as defined in 49 CFR 390.5) are considered private motor carriers of passengers and are subject to certain Federal safety regulations, including the periodic inspection requirements found in 49 CFR part 396. The State requires churches using buses registered as a

"church bus" in accordance with Ohio Revised Code 4503.07, and used to transport members to and from church services or functions, to submit an application for the registration of such buses to the Bureau of Motor Vehicles. As part of the annual registration application, the church must include a certificate from the State Highway Patrol as proof that the bus has been inspected and is safe for operation in accordance with the standards prescribed by the Superintendent of the State Highway Patrol. The inspections are performed by the State Highway Patrol at State facilities or the bus owner's garage.

The FHWA has determined that the Ohio church bus inspection program in effect as of March 31, 1997, is comparable to, or as effective as, the Federal PI requirements. Therefore, private motor carriers of passengers operating buses which are subject to the State's program and which are subject to the FMCSRs must use the State's program to satisfy the Federal PI requirements.

It should be noted that in accepting the State's PI program, the FHWA also accepts the recordkeeping requirements associated with the inspection program. The inspection report used to record the inspection is a two-part form. If the vehicle passes the inspection, the bottom portion of the form is given to the bus operator to submit to the Bureau of Motor Vehicles as part of the application for vehicle registration (e.g., purchasing the annual church bus license plate). The top portion of the inspection report is maintained by the State Highway Patrol. The State church bus license plate (with a current validation sticker) is considered by the FHWA as satisfying the Federal requirement for proof of inspection on the CMV.

States With Equivalent Periodic Inspection Programs

The following is a complete list of States with inspection programs which the FHWA has determined are comparable to, or as effective as, the Federal PI requirements:

Alabama (LPG Board)
 Arkansas
 California
 Connecticut
 District of Columbia
 Hawaii
 Illinois
 Louisiana
 Maine
 Maryland
 Michigan
 Minnesota
 New Hampshire
 New Jersey

New York
 Ohio
 Oklahoma
 Pennsylvania
 Rhode Island
 Texas
 Utah
 Vermont
 Virginia
 West Virginia
 Wisconsin

In addition to the States listed above, the FHWA has determined that the inspection programs of the 10 Canadian Provinces and the Yukon Territory are comparable to, or as effective as, the Federal PI requirements. All other States either have no PI programs for CMVs, or their PI programs have not been determined by the FHWA to be comparable to, or as effective as, the Federal PI requirements. Should any of these States wish to establish a program or modify their programs in order to make them comparable to the Federal requirements, the State should contact the appropriate FHWA regional office listed in 49 CFR 390.27.

Closing of FHWA Docket MC-89-10, FHWA-97-2195

This notice officially closes FHWA Docket MC-89-10, FHWA-97-2195. The docket was opened on March 16, 1989, to solicit information and public comment on State inspection programs. Since the original list of State programs was published on December 8, 1989, information concerning additions to the list, including information about Canadian inspection programs, has been submitted directly to the Office of Motor Carriers by those jurisdictions. The agency believes interested parties know how to contact the FHWA by means other than the formal docket system and it is no longer necessary to keep the docket open.

Authority: 49 U.S.C. 31136, 31142, 31502, and 31504; 49 CFR 1.48.

Issued on: February 11, 1998.

Kenneth R. Wykle,

Administrator, Federal Highway Administration.

[FR Doc. 98-4173 Filed 2-18-98; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3465; Not. 1]

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

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

ACTION: Notice.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) will submit the following emergency processing public information collection requests (ICRS) 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). The NHTSA is publishing a notice in the **Federal Register**, informing the public of NHTSA's plan to submit to OMB Information collections for reinstatement, some with changes of previously approved collections for which approval has expired, under the emergency processing procedures, 5 CFR 1320.13. The titles descriptions, affected public, with burden estimates are shown below. Because OMB approval is valid for 180 days, NHTSA is taking appropriate steps to obtain a regular approval.

Comments are invited on: 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; the accuracy of the Agency's estimate of the burden of 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.

DATES: Comments on this notice must be received on or before April 20, 1998.

ADDRESSES: Comments on this notice must refer to the docket number and notice number in the heading of this notice and be submitted, preferably in two copies, to: US Department of Transportation Docket Management, PL-401, 400 Seventh Street, SW., Washington, DC 20590. Docket hours are 10:00 a.m. to 5:00 p.m. Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Mr. Michael A. Robinson, NHTSA, Information Specialist, Office of Technical Information Services, Room