In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Roswell Industrial Air Center.

Issued in Fort Worth, Texas on September 24, 1998.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 98–27035 Filed 10–7–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA–98–4440]

Reports, Forms, and Record Keeping Requirements

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

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

DATES: Comments must be received on or before December 7, 1998.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, S.W., Plaza 401, Washington, D.C. 20590. Docket No. NHTSA–98–4440.

FOR FURTHER INFORMATION CONTACT: Dr. John Eberhard, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS–31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, DC 20590.

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 1230.8(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.

According to the Paperwork Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection will be published in the **Federal Register** after it is approved by the OMB.

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

Older Persons' Driving and Transportation Issues

Type of Request—New information collection requirement.

OMB Clearance Number—None.

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

Requested Expiration Date of Approval—December 31, 2000.

Summary of the Collection of Information—NHTSA proposes to conduct a survey by telephone among a nationally representative sample of 3,220 adults, including older adults. Participation by respondents would be voluntary. NHTSA's information needs require collection of information to assess the awareness of the American public concerning the mobility issues of seniors and establish benchmarks against which progress in improving seniors' safety and mobility can be assessed over time.

In conducting the proposed survey, the interviewers would use computer-aided telephone interviewing (CATI) to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers are proposed to minimize language barriers to participation. The proposed survey would be anonymous and confidential.

Description of the Need for the Information and Proposed Use of the Information—The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs. The Department of Transportation, including NHTSA, has for years been extensively involved in work to support a safe transportation environment for the nation in general, and senior citizens in particular. In fact, NHTSA has had an older driver program since 1988. As the nation's population ages, the need for national-level data concerning the mobility needs of the elderly population has increased. To develop informed policy making, data are needed that not only measure current transportation practices and needs of the elderly population, but the role of the general public in (and their attitudes toward) providing transportation for the elderly who cannot—or should not—continue driving.

So that Federal transportation policy makers, as well as professionals involved in the whole array of elderly issues, can make informed decisions concerning transportation policy (e.g., the allocation of resources, critical target audiences, etc.), a database that is easily accessible by such individuals is needed. Additionally, because the elderly population will continue to grow, and therefore so will the needs for alternatives to driving for this population segment, a database is needed that will serve as a benchmark against which to measure progress in meeting the mobility needs of the elderly.

Description of the Likely Respondents (Including Estimated Number and Proposed Frequency of Response to the Collection of Information)—Under this proposed effort, a telephone interview averaging approximately twenty minutes in length would be administered to each of 3,220 randomly selected members of the general public aged sixteen and older in telephone households. The respondent sample would be selected from all fifty states plus the District of Columbia. Interviews would be conducted with persons at residential phone numbers selected through random digit dialing. Businesses are ineligible for the sample and would not be interviewed. There

would be only one interview per respondent.

Estimate of the Total Annual Reporting and Record Keeping Burden Resulting From the Collection of Information—NHTSA estimates that each respondent in the sample would require an average of twenty minutes to complete the telephone interview. Thus, the number of estimated reporting burden hours a year on the general public (3,220 respondents multiplied by 1 interview multiplied by 20 minutes) would be 1,074 for the proposed survey. The respondents would not incur any reporting cost from the information collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

Issued on: October 2, 1998.

James Nichols,

Acting Associate Administrator for Traffic Safety Programs.

[FR Doc. 98–27049 Filed 10–7–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[DP98–007]

Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety. The petition is hereinafter identified as DP98–007.

FOR FURTHER INFORMATION CONTACT: Dr. George Chiang, Office of Defects Investigation (ODI), NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366–5206.

SUPPLEMENTARY INFORMATION: Mr. Frank Czajka of Wilmington, Delaware, submitted a petition dated July 24, 1998, requesting that an investigation be initiated to determine whether Model Year (MY) 1996 Mercury Grand Marquis vehicles contain a defect related to motor vehicle safety within the meaning of 49 U.S.C. Chapter 301. The petitioner alleges that the head restraint on his MY 1996 Mercury Grand Marquis, positioned in the highest position, was not high enough to protect him from neck injuries during a rear impact collision.

A review of agency data files, including information reported to the Auto Safety Hotline by consumers, indicated that there was only one complaint on head restraints on the subject vehicles. This complaint, which was submitted by the petitioner in December of 1997, concerned neck injuries allegedly sustained in a crash because of inadequate head restraint protection. There were no head restraint related complaints for either the MY 1995 or the MY 1997 Mercury Grand Marquis vehicles.

Section S4.3(b)(1) of Federal Motor Vehicle Safety Standard (FMVSS) No. 202, ''Head Restraints,'' requires that the top of the head restraint, when adjusted to its fully extended design position, shall not be less than 27.5 inches above the seating reference point (SRP), when measured parallel to torso line.

On September 2, 1998, an ODI staff member inspected a subject vehicle and found that the top of the head restraint was approximately 27.5 inches above the SRP with the head restraint in its stowed position, and 29.0 inches above the SRP with the head restraint adjusted to its fully extended position, when measured parallel to torso line (precise measurement of the SRP location was not possible on an installed driver seat, because the seat track, used to locate the SRP, was partially obstructed by the vehicle structure and the seat cushion). Ford Motor Company's FMVSS No. 202 compliance data verified that for the subject vehicles, the driver seat head restraint met the requirement of Section S4.3 (b)(1) of the Standard. Specifically, the top of the head restraint was measured to be 29.9 inches above the SRP with the head restraint adjusted to its fully extended position, when measured parallel to torso line.

In view of the foregoing, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect in the subject vehicles at the conclusion of the investigation requested in the petition. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.50 and 501.8.

Issued on: September 29, 1998.

Kenneth N. Weinstein,

Associate Administrator for Safety Assurance.

[FR Doc. 98–27025 Filed 10–7–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33667]

Durbin & Greenbrier Valley Railroad—Operation Exemption—West Virginia Central Railroad

Durbin & Greenbrier Valley Railroad (D&GVR), a noncarrier, has filed a verified notice under 49 CFR 1150.31 to operate 131.3 miles of rail line owned by West Virginia State Rail Authority (WVSRA), known as West Virginia Central Railroad (WVCR). The rail line extends from a junction with CSX Transportation, Inc. (CSXT), at Tygart Junction (milepost 0.0) to Bergoo (milepost 121.7), and includes a branch line, known as the Dailey Branch, extending from Elkins (milepost 0.0) to Dailey (milepost 9.6), located in Barbour, Randolph, Pocahontas and Webster Counties, WV. D&GVR will replace CSXT, which has been operating over a portion of the line, and will become a Class III rail carrier.[1]

The exemption became effective September 29, 1998. The parties stated that D&GVR will commence operations on the line on October 3, 1998, or 7 days after the filing of this notice, whichever is later.

On September 3, 1998, D&GVR enter into an operating agreement with WVSRA to provide freight and passenger services over the WVCR for a period of five years with renewal options. The agreement gives D&GVR the right to provide routine maintenance-of-way, rolling stock, personnel, and facilities to provide these services. In addition, D&GVR is expected to restore service over the Dailey branch, which currently is out-of-service, should traffic be developed for that portion of the line.

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. 33667, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925

[1] WVRSA acquired this line from CSXT in 1997. *See CSX Transportation, Inc.—Abandonment—In Barbour, Randolph, Pocahontas and Webster Counties, WV,* Docket No. AB–55 (Sub-No. 500) (ICC served Jan. 9, 1997). CSXT currently operates over a portion of the line under an agreement with WVSRA which will terminate on October 2, 1998.

D&GVR states that the projected revenues will not exceed those that would qualify it as a Class III rail carrier.