

similar equipment, such as inflatable buoyant apparatus for merchant vessels approved under 46 CFR 160.010-3, inflatable liferafts for domestic service approved under 46 CFR part 160, subpart 160.051, SOLAS inflatable liferafts approved under 46 CFR part 160, subpart 160.151, and water toys used at beaches and in swimming pools. In other words, how should we define the term "inflatable liferaft carried on recreational vessels"?

8. U.S. manufacturers and importers of recreational boats and designated associated equipment are required by law to maintain first purchaser lists and conduct recalls when their products fail to comply with an applicable Coast Guard safety standard or contain substantial risk defects. However, currently we have no legal authority over foreign manufacturers of inflatable liferafts carried on recreational vessels. How could we ensure that foreign manufacturers of inflatable liferafts carried on recreational vessels would be legally responsible for the safety of their products?

9. What other information about boating accidents involving the use of inflatable liferafts carried on recreational vessels should we consider?

#### Request for Comments

We encourage you to participate in this request for comments by submitting comments and related material and answering the above questions. If you do so, please include your name and address, identify the docket number for this notice (USCG-2001-10066), indicate by number each question you are answering, and give the reason for each comment. You may submit your comments and material by mail, hand-delivery, fax, or electronic means to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments and material by only one means. If you submit them by mail or hand-delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. Your comments will help us to determine whether to initiate a rulemaking in response to the NBSAC resolution.

#### Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for one to the Docket Management Facility at the address under **ADDRESSES**

explaining why one would be beneficial. If we determine that one would aid the consideration of the NBSAC resolution, we will hold one at a time and place announced by a later notice in the **Federal Register**.

Dated: July 6, 2001.

**Kenneth T. Venuto,**

*Rear Admiral, U.S. Coast Guard, Director of Operations Policy.*

[FR Doc. 01-17570 Filed 7-12-01; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activity Under OMB Review

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the new Information Collection Request (ICR) abstracted below had been forwarded to the Office of Management and Budget (OMB) for review and request for clearance. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following new collection of information was published on April 25, 2001, pages 20848-20849.

**DATES:** Comments must be submitted on or before (August 13, 2001. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

#### Federal Aviation Administration (FAA)

*Title:* FAA Form 1200-5, NAS Data Release Request.

*Type of Request:* New.

*OMB Control Number:* xxxx-xxxx.

*Form(s):* FAA Form 1200-5.

*Affected Public:* An estimated 9 respondents (vendors in private industry who have been contacted by airport authorities to conduct various studies such as noise abatement pollution reduction, or private airport operators who may have a need to study various radar tracts to ascertain airport position.)

*Abstract:* The FAA is collecting basic vendor information such as name, address, phone number, point of contact, purpose of request, type of data

requested, and method of acquiring FAA NAS data. The FAA is collecting this information in order to assess the validity of the data requestor. This is a standardized collection vehicle that will eliminate confusion among the nine FAA regions, and allow electronic tracking of the standard data requested for trend analysis.

*Estimated Annual Burden Hours:* 27 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the 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.

Issued in Washington, DC, on July 6, 2001.

**Steve Hopkins,**

*Manager, Standards and Information Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Intent To Prepare an Environmental Impact Statement and To Hold an Environmental Scoping Meeting for James M. Cox-Dayton International Airport, Vandalia, OH

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent to prepare an environmental impact statement and hold public scoping meetings.

**SUMMARY:** The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to address anticipated environmental impacts associated with the implementation of proposed improvements at James M. Cox-Dayton International Airport. Because the project includes the realignment of off-Airport roadways, the Federal Highway Administration (FHWA) will be a cooperating agency.