

through Iraq unless specifically validated for such travel. The restriction was originally imposed because armed hostilities then were taking place in Iraq and Kuwait, and because there was an imminent danger to the safety of United States travelers to Iraq. American citizens then residing in Iraq and American professional reporters and journalists on assignment there were exempted from the restriction on the ground that such exemptions were in the national interest. The restriction has been extended for additional one-year periods since then, and was last extended on March 20, 1998.

Conditions in Iraq remain unsettled and hazardous, and tensions remain high. Iraq continues to refuse to comply with UN Security Council resolutions to fully declare and destroy its weapons of mass destruction and missiles while mounting a virulent public campaign in which the United States is blamed for maintenance of U.N. sanctions. Between December 14–18, 1998, this refusal resulted in extensive coalition air strikes against Iraqi military targets. Since December 1998, the Iraqi Airforce has violated the northern and southern no-fly zones on more than 100 occasions, and coalition aircraft have been fired upon in more than 60 incidents.

Local conflicts within Iraq also pose hazards to travellers. Military repression of Shia communities continues in southern Iraq with reports that hundreds of persons were summarily killed in security sweeps during 1998. In the north, tens of thousands of Iraqi soldiers remain poised for possible military operations against Kurd, Turkomen, and Assyria Iraqis.

Iraq's economy was severely damaged during the Gulf War and continues to be affected by the government of Iraq's refusal to implement fully the UN's Oil for Food program. Basic modern medical care and medicines may not be available to our citizens in case of emergency.

U.S. citizens and other foreigners working inside Kuwait near the Iraqi borders have been detained by Iraqi authorities in the past and sentenced to lengthy jail terms for alleged illegal entry into the country. Although our interests are represented by the Embassy of Poland in Baghdad, its ability to obtain consular access to detained U.S. citizens and to perform emergency services is constrained by Iraqi unwillingness to cooperate. In light of these circumstances, I have determined that Iraq continues to be a country "where there is imminent danger to the public health or physical safety of United States travellers".

Accordingly, United States passports shall continue to be invalid for use in travel to, in, or through Iraq unless specifically validated for such travel under the authority of the Secretary of State. The restriction shall not apply to American citizens residing in Iraq on February 1, 1991, who continue to reside there, or to American professional reporters or journalists on assignment there.

The Public Notice shall be effective upon publication in the **Federal Register** and shall expire March 20, 2000, unless sooner extended or revoked by Public Notice.

Dated: March 18, 1999.

Madeleine K. Albright,

Secretary of State.

[FR Doc. 99-7324 Filed 3-22-99; 2:36 pm]

BILLING CODE 4710-06-U

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Application of Wrangell Mountain Air, Inc.; For Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 99-3-13); Docket OST-1999-5010.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Wrangell Mountain Air, Inc., fit, willing, and able, and awarding it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than April 2, 1999.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-1999-5010 and addressed to Department of Transportation Dockets, U.S. Department of Transportation, 400 Seventh Street, SW, Rm. PL-401, Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Carol Woods, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590, (202) 366-2340.

Dated: March 18, 1999.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 99-7173 Filed 3-23-99; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Major Investment Study and Environmental Impact Statement: Stark, Columbiana, and Carroll Counties, Ohio

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a major investment study and environmental impact statement will be prepared concurrently for transportation improvements proposed in Stark, Columbiana, and Carroll Counties, Ohio.

FOR FURTHER INFORMATION CONTACT:

Michael B. Armstrong, Field Operations Engineer, Federal Highway Administration, 200 N. High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6855.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation (ODOT), will concurrently prepare a major investment study (MIS) and an environmental impact statement (EIS) on a proposal that will consider transportation improvements to the U.S. 30 corridor from Trump Road in Stark County to State Route 11 in Columbiana County, Ohio.

A transportation investment is considered necessary to improve the regional transportation network by providing an improved east-west travel corridor; to reduce anticipated congestion on existing U.S. Route 30 from projected traffic volumes; to improve safety on the existing highway system by removing trips from the network; and to support existing industry and future development through improved access to the region.

Actions under consideration include:

- (1) Taking no action; (2) upgrading and/or enhancing elements of the existing U.S. Route 30 transportation network; (3) constructing a roadway on new alignment in the U.S. Route 30 corridor.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A series of public meetings will be held in the project area. On April 14, 1999, the Draft MIS will be presented to the public and, in early 2000, the preliminary draft EIS will be presented. In addition, a public hearing will be held in conjunction with

the draft EIS later in 2000. Public notice will be given of the exact time and place of the meetings and hearing to be held for the MIS and EIS elements of the project. The Draft EIS will be available for public and agency review and comment prior to the public hearing. A scoping meeting for the MIS was held in June 10, 1998. No formal scoping meeting is planned at this time for the EIS.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action, the MIS, or the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 18, 1999.

Mr. Michael B. Armstrong,

Field Operations Engineer, Federal Highway Administration, Columbus, Ohio.

[FR Doc. 99-7152 Filed 3-23-99; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-99-5199]

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 May 24, 1999.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, SW, Plaza

401, Washington, DC 20590. Docket No. NHTSA-99-5199.

FOR FURTHER INFORMATION CONTACT: Mr. Alan Block, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, SW, 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 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; 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.

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

National Survey of Pedestrian and Bicyclist Attitudes, Knowledge, and Behavior

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, 2001.

Summary of the Collection of Information—NHTSA proposes to conduct a National Survey of Pedestrian and Bicyclist Attitudes, Knowledge, and Behavior by telephone among a national probability sample of 4,200 adults (age 16 and older). Participation by

respondents would be voluntary. The proposed survey would collect information on pedestrian and bicycling behavior, obstacles to walking and bicycling, use of bicycle helmets, training in bicycling safety, pedestrian and bicyclist safety education for children, knowledge of safety issues and rules of the road, assessment of existing community facilities for walking and bicycling, and other related issues.

In conducting the proposed survey, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers would be used 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-related 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 safety standards and traffic safety programs.

While not as much in the public eye as other traffic safety problems, motor vehicle crashes involving pedestrians and bicyclists exact a heavy toll. Pedestrians and bicyclists account for 15 percent of all traffic fatalities, and more than 130,000 injuries each year. Yet there are simple things that people can do to reduce these risks, provided that they are sufficiently aware and willing to take the appropriate steps. For example, a study published in the *Journal of the American Medical Association* found that the universal use of helmets by all bicyclists could have prevented as many as 2,500 deaths and 757,000 head injuries between 1984 and 1988.

There is a lack of data concerning the public's exposure to risk as pedestrians and bicyclists, their awareness of correct pedestrian and bicyclist safety practices, their perceptions of the responsibilities of other roadway users, and their perceptions of risks. Without this information, safety professionals are left with inadequate tools for determining if there are critical deficits in education or training that should be addressed, or whether interventions are efficiently targeted to where they are most needed. This in turn would pose severe constraints on the ability to meet the U.S. Secretary of Transportation's goal of reducing by 10 percent the number of