

data contained on these facilities fell below a level of currency deemed adequate for emergency planning purposes.

Need and Use of the Information: Executive Order 12656, as amended, assigns emergency preparedness functions to the Secretary of Transportation and 49 CFR 1.45 further delegates such authority to the department's Administrators. This requires the Maritime Administration to guarantee that individual port facilities and services are available for use by federal agencies prior to and during national defense emergencies.

Annual Burden: 1 hour.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT 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 estimate 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 November 22, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-30487 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-62-P

Aviation Proceedings; Agreements Filed During the Week Ending November 15, 1996

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-96-1947

Date filed: November 14, 1996

Parties: Members of the International Transport Association.

Subject:

PTC23 EUR-SWP 0003 dated November 8, 1996

Europe-Southwest Pacific Expedited Resos

R-1-045c R-2-047c R-3-055c

R-4-057c R-5-065c R-6-067c

R-7-003aa R-8-015v R-9-079dd

Intended effective date: December 15, 1996

Docket Number: OST-96-1947

Date filed: November 14, 1996

Parties: Members of the International Transport Association.

Subject:

PTC23 ME-TC3 0004 dated November 12, 1996

R1-6

PTC3 ME-TC3 0005 dated November 12, 1996

R7-8

PTC23 ME-TC3 0006 dated November 12, 1996

R9

Expedited Middle East-TC3 Resolutions

R-1-015v R-2-070cc R-3-070q

R-4-070s R-5-071c R-6-084t

R-7-002q R-8-015v R-9-015v

Intended effective date: as early as December 15, 1996

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-30391 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-62-M

Office of the Secretary

[Docket OST-96-1674]

Application of Mountain Air Express, Inc. d/b/a MAX; For Issuance of New Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of order to show cause (Order 96-11-23).

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order (1) finding Mountain Air Express, Inc. d/b/a MAX fit, willing, and able, and (2) awarding it a certificate to engage in interstate scheduled air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than December 2, 1996.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-96-1674 and addressed to Department of Transportation Dockets (SVC-120.30, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Janet A. Davis, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590, (202) 366-9721.

Dated: November 22, 1996.

Patrick V. Murphy,

Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-30361 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Extension of Public Comment Period Regarding Draft Environmental Impact Statement for Proposed Development at Lambert-St. Louis International Airport, St. Louis, MO

AGENCY: Federal Aviation Administration, Central Region, Kansas City, Missouri.

ACTION: Notice of extension of comment period.

SUMMARY: The Federal Aviation Administration (FAA) announces that it has extended the public comment period regarding the Draft Environmental Impact Statement (EIS) for a proposed new parallel runway and associated proposed development at Lambert-St. Louis International Airport. Two graphics in the Draft EIS are in error. These are Figure 5.9 on page 5-16 and Figure 5.12 on page 5-30. We have prepared an errata sheet to correct this error and have provided reviewers corrected graphics to replace these figures. Corrected graphics have also been placed in copies of the Draft EIS located at city halls and libraries.

DATES: The comment period, which was scheduled to end November 18, 1996, has been extended an additional thirty (30) days. In order to be considered, written comments must be received on or before December 18, 1996.

ADDRESSES: Send comments to Ms. Mo Keane, Federal Aviation Administration, Airports Division, ACE 615B, 601 E. 12th Street, Kansas City, MO 64106-2808.

Issued in Kansas City, Missouri on November 13, 1996.

George A. Hendon,

Manager, Airports Division.

[FR Doc. 96-30522 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee (R, E&D); Meeting

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held on January 28-29, 1997 at the

Double Tree Hotel, 300 Army Navy Drive, Arlington, Virginia.

On Tuesday, January 28, 1997 the meeting will begin at 9:00 a.m. and end at 5:00 p.m. On Wednesday, January 29, 1997 the meeting will begin at 8:00 a.m. and end at 1:00 p.m. The meeting agenda will review Committee activities including the Report of the National Airspace (NAS) Research and Development Panel, FAA response to Committee recommendations and discussion on establishing 6 standing subcommittees.

Attendance is open to the interested public but limited to space available. Persons wishing to attend the meeting or obtain information should contact Lee Olson at the Federal Aviation Administration, AAR-200, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-7358.

Members of the public may present a written statement to the Committee at any time.

Issued in Washington, DC on November 21, 1996.

Andres G. Zellweger,

Director, Office of Aviation Research.

[FR Doc. 96-30518 Filed 11-27-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Federal Highway Administration

[Docket No. 96-047-NO2]

Study of State Costs and Benefits Associated With Repeal of the National Maximum Speed Limit (NMSL)

AGENCY: National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Final notice announcing NHTSA/FHWA plan to conduct a study of State costs and benefits associated with the NMSL repeal, as required by Section 347 of the National Highway System (NHS) Designation Act (Pub. L. 104-59).

SUMMARY: This notice is being issued to announce NHTSA's and FHWA's plan to conduct the study (hereinafter referred to as the "NHS Act study") of the State costs and benefits associated with repeal of the National Maximum Speed Limit (NMSL), as required by the National Highway System (NHS) Designation Act (Pub. L. 104-59). NHTSA and FHWA (hereinafter referred to as "the agencies") published a notice in the Federal Register (61 FR 31212) on June 19, 1996, inviting comments,

suggestions, and recommendations from State highway and traffic safety officials, highway safety organizations, researchers, and others on the agencies' proposed strategy for conducting the NHS Act study. The proposed strategy, as described in the initial notice, included a draft study outline, the minimum requirements for specific data from the States that have raised their speed limits, and a proposed schedule for completing the NHS Act study in order to meet the September 30, 1997, deadline established by Section 347 of the Act. This notice summarizes comments from the States and others on the proposed NHS Act Study and outlines the agencies' plan to meet the legislative requirement, in view of the concerns noted by the States.

FOR FURTHER INFORMATION CONTACT: In NHTSA, Delmas Johnson, National Center for Statistics and Analysis, Telephone 202/366-5382, Fax 202/366-7078, Internet address is djohnson@nhtsa.dot.gov. In FHWA, Suzanne Stack, Office of Highway Safety, Telephone 202/366-2620, Fax 202/366-2249, Internet address is sjstack@intergate.dot.gov.

SUPPLEMENTARY INFORMATION: The National Maximum Speed Limit (NMSL), enacted by the Congress during the Arab oil embargo of 1973 to conserve fuel, was initially set at 55 miles per hour (MPH). By March 1974, all States were in compliance with the NMSL. The Congress later passed legislation to make the NMSL permanent and to require the States to certify that the NMSL was being enforced. Congress also passed legislation requiring that a study of the benefits of the NMSL be undertaken. The National Academy of Sciences' Transportation Research Board (TRB) conducted this study and in 1984, published its special report, 55: *A Decade of Experience*.¹ The TRB study, while one of the most thorough and extensive examinations of this important safety issue, recognized the inherent difficulties associated with attempts to accurately estimate the safety, economic, and energy benefits of the NMSL. Even with these difficulties, the TRB study concluded that many lives and taxpayer dollars were saved each year with the NMSL. The TRB study also recognized several unresolved issues, including whether the control of the speed limit is a state or Federal responsibility.

In 1987, Congress passed legislation granting the states the authority to raise

¹ 55: *A Decade of Experience*, TRB Special Report 204, National Research Council, Washington DC, 1984.

the speed limit to no more than 65 MPH on the rural Interstate system and certain rural freeways. By 1988, forty states had raised limits on rural Interstates to 65 MPH, bringing approximately 90 percent of the 34,000 rural Interstate mileage to 65 MPH. In 1995, the National Highway System Designation Act (hereinafter referred to as "the NHS Act", Pub. L. 104-59) was passed, establishing the National Highway System and eliminating the Federal mandate for the NMSL. Section 347 of the NHS Act required the Secretary of Transportation to study the impact of actions to raise speed limits above 55/65 MPH, "in cooperation with any State which raises any speed limit in such State to a level above the level permitted under section 154 of title 23, United States Code * * *", due September 30, 1997.

The agencies proposed a strategy for meeting the study requirements, as stated in Section 347 of the Act, in the initial Federal Register (61 FR 31212) notice, published on June 19, 1996. The proposed strategy emphasized cooperation between the agencies and the States that have increased their speed limits, as stated in the legislation, for preparation of the study, along with a proposed schedule for completing the NHS Act study. The agencies recognized in the initial notice that the proposed NHS Act study outline, while comprehensive in addressing the costs and benefits of increased speed limits, posed difficulties based on the proposed schedule, particularly in terms of data availability. The initial notice requested comments on the reasonableness of the proposed draft study outline, the feasibility of the proposed schedule, and the availability of state specific data.

This notice summarizes the comments received addressing the issues raised in the initial notice and describes the agencies' plan to meet the legislative requirement in view of the concerns identified in the comments.

Summary of Comments

A total of 39 official comments to the docket were received from State agencies, private citizens, National Motorists Association (NMA) members, and others. Nineteen (19) States were represented in the official docket comments. Eighteen (18) of the 19 States commenting to the docket have increased limits since the NMSL was repealed or are planning to do so. Many of the comments from the States included concerns regarding the complexity and/or comprehensiveness of the agencies' proposed study outline, often in terms of the burden that would be placed upon the States. Many of the