

the certification by the airport operator, under section 150.16 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 621, Washington, DC 20591

Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15000 Aviation Boulevard, Room 3012, Hawthorne, CA 92061

Mr. John S. Kinney, Airport Director, Scottsdale Airport, 15000 North Airport Drive, Scottsdale, AZ 85260

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, CA, on June 5, 1996.
Robert C. Bloom,
*Acting Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 96-15631 Filed 6-18-96; 8:45 am]

BILLING CODE 1410-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Alexander Hamilton Airport, Christiansted, St. Croix, U.S. Virgin Islands

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to Impose and Use the revenue from a PFC at Alexander Hamilton Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 19, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gordon A. Finch, Executive Director of the Virgin Islands Port Authority at the following

address: P.O. Box 1707 St. Thomas, U.S. Virgin Islands 00803-1707.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Virgin Islands Port Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Pablo G. Auffant, P.E., Program Manager, 9677 Tradeport Drive, Suite 130, Orlando, Florida, 32827, 407-648-6582 ext. 30. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to Impose and Use the revenue from a PFC at Alexander Hamilton Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 5, 1996, the FAA determined that the application to Impose and Use the revenue from a PFC submitted by the Virgin Islands Port Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 17, 1996.

The following is a brief overview of PFC Application No. 96-03-C-00-STX
Level of the proposed PFC: \$3.00.

Proposed charge effective date:
September 1, 1996.

Proposed charge expiration date:
December 31, 2002.

Total estimated PFC revenue:
\$4,408,000.

Brief description of proposed project(s): Passenger Terminal Renovation and Expansion.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Virgin Islands Port Authority.

Issued in Orlando, Florida on June 11, 1996.

Charles E. Blair,
*Manager, Orlando Airports District Office,
Southern Region.*

[FR Doc. 96-15633 Filed 6-18-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Wichita Mid-Continent Airport, Wichita, Kansas

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

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Wichita Mid-Continent Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990 (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 19, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bailis F. Bell, Director of Airports, Wichita Airport Authority, at the following address: Wichita Airport Authority, 2173 Air Cargo Road, Wichita, Kansas 67277-0130.

Air carriers and foreign air carriers may submit copies of written comments previously provided to Wichita Airport Authority, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:
Lorna Sandridge, PFC Coordinator, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Wichita Mid-Continent Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 7, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Wichita Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or

disapprove the application, in whole or in part, no later than September 11, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: November 1, 1996.

Proposed charge expiration date: October 31, 1998.

Total estimated PFC revenue: \$1,518,409.

Brief description of proposed project(s): Reconstruction of Runway 1R/19L, Taxiway E and Air Carrier Apron (East); acquisition of a four-wheel loader, rapid intervention vehicle and a Surface Movement Guidance and Control System (SMGCS).

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Wichita Mid-Continent Airport.

Issued in Kansas City, Missouri, on June 7, 1996.

George A. Hendon,

Manager, Airports Division Central Region.

[FR Doc. 96-15640 Filed 6-18-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Federal Highway Administration

[Docket No. 96-047-NO1]

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: Notice and request for comments.

SUMMARY: This notice invites comments, suggestions and recommendations from State highway and traffic safety officials, highway safety organizations, researchers, and others with an interest in the potential relationship between increases in the speed limit and increases in motor vehicle fatalities and injuries. Specifically, in those States that have raised their speed limits beyond that permitted by the former NMSL, this notice solicits the participation and cooperation of the respective State highway safety officials in the preparation of the study of costs

and benefits associated with the repeal of the NMSL, pursuant to Section 347 of the National Highway System Designation Act of 1995.

DATES: Comments are due no later than August 5, 1996.

ADDRESSES: Written comments should refer to the docket number of this notice and should be submitted to: Docket Section, NHTSA, Room 5109, Nassif Building, 400 Seventh Street, SW, Washington, DC 20590. Docket hours are 9:30 am to 4:00 pm EST.

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: Speeding (exceeding the posted speed limit or driving too fast for conditions) is one of the most prevalent factors contributing to motor vehicle crashes, particularly fatal crashes. In calendar year 1994, speeding was a factor in 30 percent of all fatal crashes, and NHTSA estimates that 12,480 lives were lost in speed-related crashes. NHTSA estimates that an additional 23,000 persons sustained critical injuries, 60,000 sustained moderate injuries, and 500,000 sustained minor injuries, for a total of an estimated 583,000 persons injured in speed-related crashes in 1994. NHTSA estimates the 1994 costs of speed-related crashes to be more than \$23 billion.¹

The National Maximum Speed Limit (NMSL), enacted during the Arab oil embargo of 1973 to conserve fuel, was set at 55 miles per hour (MPH). By March 1974, all States were in compliance with the NMSL. In addition to conserving fuel, the annual traffic fatality toll declined from 54,052 in 1973 to 45,196 in 1974, a drop of over 16%. As a result of the enormous safety benefits in the form of the reduction in traffic fatalities, the Congress passed Public Law (Pub. L.) 93-643, making the NMSL permanent. Public Law 93-643 also required every State to certify that the NMSL was being enforced.

In 1978, the Congress enacted the Surface Transportation Assistance Act (STAA), Pub. L. 95-599. The STAA required the States to submit data on the percentage of motor vehicles exceeding 55 MPH on public highways with a 55 MPH posted speed limit.

¹ *Traffic Safety Facts 1994: Speed*, U.S. Department of Transportation, NHTSA, National Center for Statistics and Analysis, 400 Seventh Street, S.W., Washington, DC 20590.

Following the enactment of the NMSL, numerous studies of the benefits and costs of the legislation were conducted. A joint NHTSA/FHWA task force, charged with determining the safety benefits of the NMSL, conducted one of these studies. The NHTSA/FHWA task force concluded that while the "determination of a precise, accurate estimate of lives saved by the NMSL is problematic, there were 20,000 to 30,000 lives saved by the NMSL during the period 1974-1978."²

The STAA of 1982 required that a study of the "benefits, both human and economic" of the NMSL, with "particular attention to savings to the taxpayers" be conducted by the National Academy of Sciences' Transportation Research Board (TRB). In 1984, TRB published its special report, *55: A Decade of Experience*.³ The TRB study, conducted by a 19 member committee composed of experts from a wide range of disciplines needed to evaluate the costs and benefits of the NMSL, represents one of the most thorough and extensive examinations of this important safety issue. Although the TRB committee recognized the inherent difficulties associated with attempts to accurately estimate the safety, economic, and energy benefits of the NMSL, the study concluded that annually 3,000 to 5,000 fewer traffic fatalities, a savings of \$2 billion in fuel costs, a savings of \$65 million in taxpayer costs were the result of the NMSL, along with an increase of 1 billion hours in travel time. The TRB study also recognized several unresolved issues, including: the impact of noncompliance; the containment of higher speeds, if permitted, on a limited subset of roads; and whether the control of the speed limit is a state or federal responsibility.

In 1987, the Surface Transportation and Uniform Relocation Assistance Act granted the states the authority to raise the speed limit, not to exceed 65 MPH, on portions of the rural Interstate system. Thirty-eight states raised speed limits on rural Interstates to 65 MPH in 1987, and two additional states adopted the 65 MPH speed limit on rural Interstates in 1988, bringing approximately 90 percent of the 34,000 rural Interstate mileage to 65 MPH. Congress asked for an evaluation of the effects of the 65 MPH speed limit on rural Interstate traffic fatalities for the

² *The Life-Saving Benefits of the 55 MPH NMSL: Report of the NHTSA/FHWA Task Force*, U.S. Department of Transportation, DOT HS 805-559, October 1980.

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