

ICR describes the nature of the information collection and its expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 30, 1996 [FR 61, page 46016-46017].

DATES: Comments must be submitted on or before January 13, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Earl Coles, Office of Information Management Programs, (202) 366-054, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Federal Highway Administration (FHWA)

Title: Highway Performance Monitoring System (HPMS).

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2125-0028.

Form Number: N/A.

Affected Public: 50 States, DC, Commonwealth of Puerto Rico, plus four territories (American Samoa, Guam, Northern Marianas, and Virgin Islands).

Abstract: Public comment is requested regarding the burden associated with collection of information. The data for the Highway Performance Monitoring System (HPMS) are collected under authority of 23 U.S.C. 307, which places the responsibility on the Secretary of Transportation for management decisions which affect transportation 23 CFR 1.5 provides the Federal Highway Administrator with authority to request information to administer the Federal-Aid Highway Program. Estimates of future highway needs of the Nation are mandated by Congress on a biennial basis [23 U.S.C. 307(e)]. Additionally, HPMS data serve as the information source for the "Highway Safety Performance" report prepared by the Federal Highway Administration (FHWA) pursuant to Section 207 of the Surface Transportation Assistance Act of 1982 (Pub. L. 97-424). The HPMS data collected are essential to FHWA and Congress in evaluating effectiveness of the Federal-aid highway programs, providing mileage components of apportionment formulae, and evaluating highway safety programs. The information is used by FHWA to develop and implement legislation and by State and Federal transportation officials to adequately plan, design, and administer effective, safe, and efficient transportation systems.

Estimated Annual Burden: The total annual burden is 93,680 hours.

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 December 6, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-31489 Filed 12-11-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

[Summary Notice of No. PE-96-58]

Petitions for Waiver; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for waivers received.

SUMMARY: This notice contains the summary of a petition requesting a waiver from the interim compliance date required of 14 CFR part 91, § 91.867. Requesting a waiver is allowed through § 97.871. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before December 23, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. 28680, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

Issued in Washington, D.C., on December 9, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Waiver

Docket No.: 28680.

Petitioner: Kiwi International Air Lines, Inc.

Sections of the FAR Affected: 14 CFR 91867.

Description of Relief Sought: To allow Kiwi International Air Line, Inc. to operate for five months after December 31, 1996, without the required number of Stage 3 aircraft in its fleet.

[FR Doc. 96-31579 Filed 12-11-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Uniform Relocation and Real Property Acquisition for Federal and Federally-Assisted Programs; Fixed Payment for Moving Expenses; Residential Moves

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The purpose of this notice is to publish changes in the residential moving expense and dislocation allowance schedule for the States of Alabama, Alaska, Arizona, California, Florida, Hawaii, Iowa, Kansas, Kentucky, Michigan, Mississippi, Missouri, Montana, Nebraska, Nevada, New York, North Carolina, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Virginia, Washington, and Wisconsin as provided for by section 202(b) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), 42 U.S.C. 4601-4655, implemented at 49 CFR 24.302. The Uniform Act applies to all programs or projects undertaken by Federal agencies or with Federal

financial assistance that cause the displacement of any person.

EFFECTIVE DATE: The provisions of this notice are effective January 13, 1997, or on such earlier date as an agency elects to begin operating under this schedule.

FOR FURTHER INFORMATION CONTACT:

Ronald E. Fannin, Office of Real Estate Services, (202) 366-2042; or Reid Alsop, Office of the Chief Counsel, (202) 366-1371, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: The Uniform Act established a program, which includes the payment of moving and related expenses, to assist persons who move because of Federal or federally assisted projects. The FHWA is the lead agency for implementing the provisions of the Uniform Act, and has issued governmentwide implementing regulations at 49 CFR part 24.

The following 17 Federal departments and agencies have, by cross reference, adopted the governmentwide regulations. (The governmentwide regulations also apply to other agencies within DOT that are covered by the Uniform Act.):

Department of Agriculture
Department of Commerce
Department of Defense
Department of Education
Department of Energy
Environmental Protection Agency
Federal Emergency Management Agency
General Services Administration
Department of Health and Human Services
Department of Housing and Urban Development
Department of the Interior
Department of Justice

Department of Labor
Department of Veterans Affairs
National Aeronautics and Space Administration
Pennsylvania Avenue Development Corporation
Tennessee Valley Authority

Section 202(b) of the Uniform Act provides that as an alternative to being paid for actual moving and related expenses, a displaced individual or family may elect payment for moving expenses on the basis of a moving expense and dislocation allowance schedule established by the head of the lead agency. The governmentwide regulations at 49 CFR 24.302 provide that the FHWA will develop, approve, maintain and update this schedule, as appropriate.

The purpose of this notice is to update the current schedule published on June 14, 1991 (56 FR 27549). The schedule is being updated to reflect the increased costs associated with moving personal property and is developed from data provided by State highway agencies. This update increases the schedule amounts in the States of Alabama, Alaska, Arizona, California, Florida, Hawaii, Iowa, Kansas, Kentucky, Michigan, Mississippi, Missouri, Montana, Nebraska, Nevada, New York, North Carolina, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Virginia, Washington, and Wisconsin. The following exceptions and limitations apply to this schedule:

1. The expense and dislocation allowance to a person whose residential move is performed by an agency at no cost to the person shall be limited to \$50.00.

2. An occupant will be paid on an actual cost basis for moving his or her

mobile home from the displacement site. In addition, a reasonable payment to the occupant for packing and securing personal property for the move may be paid at the agency's discretion.

3. The expense and dislocation allowance to a person with minimal personal possessions who is in occupancy of a dormitory style room shared by two or more other unrelated persons shall be limited to \$50.00.

4. An occupant who moves from a mobile home may be paid for the removal of personal property from the mobile home in accordance with the moving and dislocation allowance payment schedule.

The schedule continues to be based on the "number of rooms of furniture" owned by a displaced individual or family and was developed from data provided by State highway agencies. In the interest of fairness and accuracy, and to encourage the use of the schedule (and thereby simplify the computation and payment of moving expenses), an agency should increase the room count for purposes of applying the schedule if the amount of possessions in a single room or space actually constitute more than the normal contents of one room of furniture or other personal property. For example, a basement may count as two rooms if the equivalent of two rooms worth of possessions is located in the basement. In addition, an agency may elect to pay for items stored outside the dwelling unit by adding the appropriate number of rooms.

Authority: 42 U.S.C. 4622(b) and 4633(b); 49 CFR 1.48 and 24.302.

Issued on: December 2, 1996.

Rodney E. Slater,
Federal Highway Administrator.

UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT, RESIDENTIAL MOVING EXPENSE AND DISLOCATION ALLOWANCE PAYMENT SCHEDULE

State	Occupant owns furniture (1) and (2)									Occupant does not own furniture (3)	
	Number of rooms of furniture								Each add. room		
	1	2	3	4	5	6	7	8		First room	Each add. room
Alabama	250	400	550	650	750	850	950	1050	100	225	40
Alaska	525	750	975	1200	1400	1575	1750	1925	150	350	50
American Samoa	250	350	450	550	625	700	775	850	75	200	25
Arizona	500	600	700	800	900	1000	1100	1200	100	300	50
Arkansas	250	350	450	550	625	700	775	850	75	200	25
California	500	650	800	950	1150	1350	1550	1750	175	325	50
Colorado	250	400	550	650	750	850	950	1050	100	225	35
Connecticut	250	400	550	650	750	850	950	1050	100	225	35
Delaware	250	400	550	650	750	850	950	1050	100	225	35
DC	250	400	550	650	750	850	950	1050	100	225	35
Florida	450	600	775	950	1075	1200	1325	1450	125	300	50
Georgia	450	650	850	1000	1200	1350	1500	1600	125	250	35
Guam	250	350	450	550	625	700	775	850	75	200	25

**UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT, RESIDENTIAL MOVING EXPENSE
AND DISLOCATION ALLOWANCE PAYMENT SCHEDULE—Continued**

State	Occupant owns furniture (1) and (2)									Occupant does not own furniture (3)	
	Number of rooms of furniture								Each add. room		
	1	2	3	4	5	6	7	8		First room	Each add. room
Hawaii	400	550	750	900	1000	1150	1300	1400	100	300	50
Idaho	250	350	450	550	625	700	775	850	75	200	25
Illinois	250	400	550	650	750	850	950	1050	100	225	35
Indiana	250	400	550	650	750	850	950	1050	100	225	35
Iowa	300	450	550	650	750	850	950	1050	100	250	25
Kansas	250	400	550	650	750	850	950	1050	100	225	35
Kentucky	400	550	700	850	1000	1150	1300	1450	150	300	50
Louisiana	250	350	450	550	625	700	775	850	75	200	25
Maine	350	450	550	650	725	800	875	950	75	200	25
Maryland	350	500	650	800	925	1050	1175	1300	100	225	35
Massachusetts	250	400	550	650	750	850	950	1050	100	225	35
Michigan	300	475	650	700	825	925	1050	1150	100	275	40
Minnesota	250	400	550	650	750	850	950	1050	100	225	35
Mississippi	400	500	600	700	800	900	1000	1100	100	300	50
Missouri	300	400	500	600	700	800	900	1000	100	200	25
Montana	325	450	575	725	825	900	1000	1100	100	250	35
Nebraska	300	420	540	660	750	840	930	1020	90	240	30
Nevada	360	540	720	900	1080	1260	1440	1620	180	300	60
New Hampshire	250	350	450	550	625	700	775	850	75	200	25
New Jersey	250	400	550	650	750	850	950	1050	100	225	35
New Mexico	250	400	550	650	750	850	950	1050	100	225	35
New York	350	500	650	750	850	950	1050	1150	100	300	100
North Carolina	250	400	550	650	750	850	950	1050	100	225	35
North Dakota	300	425	550	650	750	850	925	1025	100	250	35
N. Mariana Is	250	350	450	550	625	700	775	850	75	200	25
Ohio	250	400	550	650	750	850	950	1050	100	225	35
Oklahoma	350	500	650	800	925	1050	1175	1300	100	250	35
Oregon	300	500	700	825	950	1075	1200	1325	125	275	40
Pennsylvania	250	400	550	650	750	850	950	1050	100	225	35
Puerto Rico	250	350	450	550	625	700	775	850	75	200	25
Rhode Island	400	500	600	700	800	900	1000	1100	100	300	25
South Carolina	500	575	775	900	1075	1225	1350	1500	150	350	50
South Dakota	350	500	650	800	900	1000	1100	1200	100	300	40
Tennessee	250	350	450	550	625	700	775	850	75	200	25
Texas	250	350	450	550	625	700	775	850	75	200	25
Utah	250	350	450	550	625	700	775	850	75	200	25
Vermont	250	350	450	550	625	700	775	850	75	200	25
Virgin Islands	250	350	450	550	625	700	775	850	75	200	25
Virginia	300	500	600	700	800	900	1000	1100	100	225	35
Washington	450	600	750	900	1050	1200	1350	1500	150	300	50
West Virginia	250	400	550	650	750	850	950	1050	100	225	35
Wisconsin	350	500	650	750	850	950	1050	1150	125	325	60
Wyoming	250	350	450	550	625	700	775	850	75	200	25

Exceptions: See supplementary information.

(1) Person whose residential move is performed by agency, \$50.

(2) Move of a mobile home from site, actual cost; reasonable amount may be added for packing and securing personal property for the move at agency discretion.

(3) Occupant of dormitory, \$50.

[FR Doc. 96-31582 Filed 12-11-96; 8:45 am]

BILLING CODE 4910-22-P

National Highway Traffic Safety Administration (NHTSA)

Denial of Motor Vehicle Defect Petition

This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162 for the Agency to commence a proceeding to

determine the existence of a defect related to motor vehicle safety.

In a letter dated May 17, 1966, Mary Walsh-Dempsey, an attorney in Scranton, Pennsylvania, petitioned NHTSA to initiate a defect investigation on 1976 Chevrolet C10 trucks concerning blade separation of the engine cooling fan installed as original equipment and sold as a replacement part. The petitioner identified the fan by part number 336032 (subject fan). As an evidence of the alleged defect, the

petitioner cites a September 1993 incident in which David Lewis was struck by a piece of fan blade, resulting in his death.

The subject fan is a flexible blade engine cooling fan commonly referred to as a "flex fan." The flex fan was used by automobile manufacturers as a way to reduce the operating load on engines. The flexible metal blades, which are attached to the fan hub or "spider" by rivets, are designed to flex or "flatten out" as the engine speed is increased,