

Mr. Bart Vernace, Airport Plans & Programs Manager, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822, 407-812-6331. 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 use the revenue from a PFC at Palm Beach International 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 March 20, 1997, the FAA determined that the application to use the revenue from a PFC submitted by Palm Beach County Department of Aviation 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 July 8, 1997.

The following is a brief overview of PFC Application No. 97-03-U-00-PBI.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* July 1, 1997.

*Proposed charge expiration date:* May 1, 1999.

*Total estimated PFC revenue:* \$13,605,792.

*Brief description of proposed project(s):* 97A Land Acquisition (Noise); 97B Direct Connect to I-95; 98C Land Acquisition (Noise); 99D Land Acquisition (Noise); 99E Part 150 Study.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi and Commercial Operators filing FAA Form 1800-31.

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 Palm Beach County Department of Airports.

Issued in Orlando, Florida on March 20, 1997.

**Charles E. Blair,**

*Manager, Orlando Airports District Office, Southern Region.*

[FR Doc. 97-7824 Filed 3-26-97; 8:45 am]

BILLING CODE 4910-13-M

## Federal Highway Administration

[FHWA Docket No. MC-97-13]

### Development of a Directory of Offerors of Truck and Bus Brake Mechanic Training Courses and Materials

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; request for information.

**SUMMARY:** The FHWA is requesting information from companies and organizations that offer, to the motor carrier industry, training courses and training material concerning the maintenance of heavy truck and bus brake systems. The information will be used to develop a brake training resources directory to assist motor carriers in identifying companies or organizations that provide personal training and/or training materials that could be useful in helping motor carriers improve their brake maintenance programs. The directory will not serve as an endorsement or approval by the FHWA of the companies and organizations listed therein. The directory would be intended only to provide motor carriers with a detailed listing of all known offerors of brake training information, and brief descriptions of the courses or products and services that are available. This action is being taken to help motor carriers reduce the incidence of brake-related violations of the Federal Motor Carrier Safety Regulations, thereby improving safety on the Nation's highways.

**DATES:** Written comments must be received on or before May 27, 1997.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. MC-97-13, room 4232, HCC-10, Office of the Chief Counsel, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address from 8:30 a.m. to 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry W. Minor, Office of Motor Carrier Research and Standards, (202) 366-4009; or Mr. Charles E. Medalen, Office of Chief Counsel, (202) 366-1354, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

## SUPPLEMENTARY INFORMATION:

### Background

The Conference Committee report on the 1993 Department of Transportation Appropriations Act (Pub. L. 102-388, October 6, 1992) directed the FHWA to follow the instructions of the House report in obligating certain research funds, including funding research on means to improve the training of heavy truck brake mechanics. H.R. Conf. Rep. No. 102-924, at 35 (1992). The House report on the appropriations bill stated that "the Committee believes the Federal Highway Administration should use the expertise available at the Trucking Research Institute for safety and research activities related to commercial motor vehicles." H.R. Rep. No. 102-639, at 85-86 (1992). The House report specifically recommended that the FHWA enter into a contract or cooperative agreement with the Trucking Research Institute (TRI) to study methods of improving the training of heavy truck brake mechanics. The TRI is a non-profit organization created by the American Trucking Associations Foundation, Inc.

The FHWA entered into a multi-task contract with the TRI covering several research subjects including brake mechanic training. The brake mechanic training portion of the research program was structured in two phases. Phase 1 covered problem identification, a review of data available from the FHWA's Motor Carrier Management Information System (MCMIS), carrier surveys, and discussion with industry experts. Phase 2 is being used for follow-up activities to resolve problems identified in Phase 1.

### Recommendations Presented in the Phase I Report

The TRI submitted its final report on Phase 1 ("Commercial Vehicle Brake Violations in Roadside Inspections") to the FHWA on June 2, 1995. A copy of the report for Phase I has been placed in the docket. The final report included the following recommendations to the FHWA and the motor carrier industry:

1. Motor carriers must accept the ultimate responsibility for the maintenance of their vehicles.
2. A vehicle demonstration program, incorporating the best current technology to provide a nearly maintenance-free brake system, should be developed to encourage the industry to produce and accept automatic slack adjusters, long-stroke chambers, and low-deflection components.
3. Brake suppliers and/or vehicle OEMs should develop and market a

system to alert drivers to brake defects (e.g., brake adjustment).

4. Mechanic and driver training should not be seen as a stand-alone solution to the brake violation problem.

5. Government and industry efforts to improve motor carrier management commitment to brake maintenance should take a targeted, rather than a general approach. The program should start with contacting high violation-rate carriers, informing them of their problems, and offering them help from both industry and government.

6. The vehicle identification number (VIN) should be recorded on each vehicle inspection report.

7. A simple, standardized tool should be developed for use by carriers and enforcement inspectors to measure pushrod travel.

#### *Development of Publications Concerning Brake Maintenance*

As part of the effort to follow up on the recommendations presented in the Phase 1 report, the FHWA and the TRI will work together in the development of publications to help increase industry awareness of the importance of proper brake maintenance and to inform carriers of the availability of technical information to improve their brake maintenance programs. The FHWA believes this work is necessary because the Phase 1 report indicated that brake suppliers and OEMs have developed a variety of training materials but that most motor carriers are not aware this material is available to them.

#### **Information Requested**

The FHWA and The Maintenance Council (TMC) of the American Trucking Associations are developing a brake training resources directory. This industry-wide directory will list information on brake training materials, classes, short courses, computer-based training, video training and any other types of brake training that are being offered to the motor carrier industry. The directory will be organized into two groups: personal instruction, and products/services. The directory is intended for distribution to all interested motor carriers with a special emphasis on motor carriers that appear to have unusually high brake-related violation rates during roadside inspections. The information will be published as a pamphlet with copies provided free of charge by the FHWA. The FHWA requests that interested parties submit detailed information on the types of training/training material that they offer to motor carrier industry.

#### *Personal Training*

The following information is requested:

1. Training format(s) (classroom, home-study, hands-on, computer-based, etc.);

2. Training availability (at the customer's request, mail order, call for current schedule);

3. Training cost (current price list, fee/tuition available upon request, or no charge);

4. Type of training organization (Federal, State or local government agency or department; college/university, vocational/trade school; association; business/corporation);

5. Length of course; and

6. Training location(s).

#### *Products/Services*

The following information is requested:

1. Product format(s) (video, slides, printed material, audio tapes, computer-based, computer compact disc (CD-ROM));

2. Product/services cost (current price list, fees available upon request, or no charge); and

3. Type of organization offering the products/services (Federal, State or local government agency or department; college/university, vocational/trade school; association; business/corporation).

#### *Deadline for Submission of Information*

All information received before the close of business on the comment closing date indicated in the caption "DATES" will be considered and will be available for examination in the docket room at the above address. Information received after the comment closing date will be filed in the docket and will be considered to the extent practicable. The FHWA, however, may publish the directory at any time after the close of the comment period. The FHWA will publish a notice of availability in the **Federal Register** when the directory is completed.

(49 U.S.C. 31133; 49 CFR 1.48)

Issued on: March 19, 1997.

**Jane Garvey,**

*Acting Administrator, Federal Highway Administration.*

[FR Doc. 97-7736 Filed 3-26-97; 8:45 am]

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#### **Maritime Administration**

[Docket No. M-031]

#### **Information Collection Available for Public Comments and Recommendations**

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

**DATES:** Comments should be submitted on or before May 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** Carey Brady, Trade Specialist, Office of Cargo Preference, Maritime Administration, MAR-590, Room 8118, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-5524 or fax 202-366-5522. Copies of this collection can also be obtained from that office.

#### **SUPPLEMENTARY INFORMATION:**

*Title of Collection:* Monthly Report of Ocean Shipments Moving Under Export-Import Bank Financing.

*Type of Request:* Extension of currently approved information collection.

*OMB Control Number:* 2133-0013.

*Form Number:* MA-518.

*Expiration Date of Approval:* September 30, 1997.

*Summary of Collection of Information:* Title 46 App. U.S.C. 1241-1, Public Resolution 17, 73rd Congress (PR 17), requires the Maritime Administration (MARAD) to monitor and enforce the U.S.-flag shipping requirements relative to the loans/guarantees extended by the Export-Import Bank (Eximbank) to foreign borrowers. PR 17 requires that all shipments financed by Eximbank and that move by sea, must be transported exclusively on U.S.-flag registered vessels unless a waiver is obtained from MARAD.

*Need and Use of the Information:* The prescribed monthly report is necessary for MARAD to fulfill its responsibilities under PR 17, to ensure compliance of ocean shipping requirements operating under Eximbank financing and to ensure equitable distribution of shipments between U.S.-flag and foreign ships. MARAD will use this information to report annually to Congress, the total shipping activities during the calendar year.

*Annual Responses:* 336.

*Annual Burden:* 168 hours.