

for the first time). The time record is used by the FHWA and its State and local partners in the Motor Carrier Safety Assistance Program to determine whether CMV drivers have violated the HOS limitations. The regulations allow motor carriers to prepare electronic time records, in lieu of preparing paper time records.

Need: Title 49 U.S.C. 31502 authorizes the Secretary of Transportation to promulgate regulations that establish maximum HOS for employees of motor carriers.

Estimated Annual Burden: No annual burden.

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 March 3, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-5702 Filed 3-6-97; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Notice of Comment Period Extension for Updated Draft Air Quality Conformity Determination, for Seattle-Tacoma International Airport, Seattle, WA

AGENCY: Federal Aviation Administration.

ACTION: Notice of comment period extension.

SUMMARY: On February 7, 1997, the Federal Aviation Administration and the Port of Seattle, acting as joint lead agencies, released for public and agency review and comment, a Draft Supplemental Environmental Impact Statement (DSEIS) for the Master Plan Update at Seattle-Tacoma International Airport. This DSEIS is a combined Federal National Environmental Policy

Act and Washington State Environmental Policy Act document.

The comment period on the Updated Draft Air Quality Conformity Determination, contained in the DSEIS has been extended to March 31, 1997. Therefore, comments on both the Updated Draft Air Quality Conformity Determination and the DSEIS are due on March 31, 1997. Comments should be sent to Mr. Dennis Ossenkop, ANM-611, Federal Aviation Administration, Northwest Mountain Region, Airports Division, 1601 Lind Avenue, SW., Renton, WA 98055-4056.

Issued in Renton, Washington on February 28, 1997.

Matthew Cavanaugh,

Acting Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.

[FR Doc. 97-5712 Filed 3-6-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

[Docket No. RSAC-96-1, Notice No. 4]

Railroad Safety Advisory Committee; Notice of Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Railroad Safety Advisory Committee ("RSAC") meeting.

SUMMARY: As required by Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), and 41 CFR 101-6.1015(b), the Federal Railroad Administration (FRA) gives notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is designed to accomplish several things: (1) The RSAC's evaluation for consensus approval of the Railroad Communications working group's proposal for the revision of the railroad communications standards contained in 49 CFR part 220; (2) the RSAC's receipt of status reports, containing progress information, from the Power Brake working group (to revise the power brake regulations contained in 49 CFR part 232), the Locomotive Engineer Certification working group (to revise the locomotive engineer certification regulations contained in 49 CFR part 240), and the Tourist and Historic Railroads working group's Steam Standards task force (to revise the steam locomotive inspection and testing standards contained in 49 CFR part 230); (3) the RSAC's receipt of status reports from the locomotive crew safety planning group (to evaluate the agency's report to Congress on locomotive crashworthiness and crew working

conditions and to assess possible future action); (4) the RSAC's receipt of status reports on several issues which are not currently tasked to the RSAC, but which are in exploratory data gathering stages: (a) the dispatcher training task force; (b) the track motor vehicles and self-propelled roadway equipment task force; (c) AAR Event recorder data survivability progress; and (d) the address of several administrative matters before the RSAC.

DATES: The meeting of the RSAC is scheduled to commence at 8:30 a.m. and conclude at 5:00 p.m. on Monday, March 24.

ADDRESSES: The meeting of the RSAC will be held at the Westin Hotel, formerly the Washington Vista Hotel, 1400 M. Street, N.W., Washington, D.C. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments.

FOR FURTHER INFORMATION CONTACT: Vicky McCully, FRA, 400 7th Street, S.W. Washington, D.C. 20590, (202) 632-3330, Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202) 632-3309, or Lisa Levine, Office of Chief Counsel, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202) 632-3189.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 8:30 a.m. and conclude at 5:00 p.m. on Monday, March 24, 1997. The meeting will be held at the Westin Hotel, formerly the Washington Vista Hotel, 1400 M. Street, N.W., Washington, D.C. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico.

During this meeting, the RSAC will be considering, for consensus approval, the Railroad Communications working group's proposal for the revision of the railroad communications standards contained in 49 CFR part 220. The Committee will also be receiving status reports, containing progress

information, from the Power Brake working group (to revise the power brake regulations contained in 49 CFR part 232), the Locomotive Engineer Certification working group (to revise the locomotive engineer certification regulations contained in 49 CFR Part 240), and the Tourist and Historic Railroads working group's Steam Standards task force (to revise the steam locomotive inspection and testing standards contained in 49 CFR part 230). The RSAC will also be receiving a report from the locomotive crew safety planning group (evaluating the agency's report to Congress on locomotive crashworthiness and crew working conditions and to assess possible future action).

Finally, the agency will engage in exploratory discussion with the RSAC regarding the following issues, which may be tasked to the RSAC in the future: (1) The dispatcher training task force; (2) the track motor vehicles and self-propelled roadway equipment task force; and (3) AAR Event recorder data survivability progress; and (4) the address of several administrative matters before the RSAC.

Please refer to the notice published in the Federal Register on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, D.C. on March 4, 1997.

Bruce Fine,

Associate Administrator for Safety.

[FR Doc. 97-5738 Filed 3-6-97; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

[Docket No. 74-40; Notice 9]

Insurance Cost Information Regulation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of text and data for 1997 Insurance Cost Information Booklet.

SUMMARY: This notice provides the 1997 text and data that new car dealers must include in an insurance cost information booklet that they must make available to prospective purchasers, pursuant to 49 CFR 582.4. This information may assist prospective purchasers in comparing differences in passenger vehicle collision loss experience that could affect auto insurance costs.

FOR FURTHER INFORMATION CONTACT: Mr. Orron Kee, Office of Market Incentives, NHTSA, 400 Seventh Street S.W., Washington, DC 20590 (202-366-4936).

SUPPLEMENTARY INFORMATION: Pursuant to section 201(e) of the Motor Vehicle Information and Cost Savings Act, 15 U.S.C. 1941(e), on March 5, 1993, 58 FR 12545, the National Highway Traffic Safety Administration (NHTSA) amended 49 CFR Part 582, Insurance Cost Information Regulation, to require dealers of new automobiles to distribute to prospective customers information that compares differences in insurance costs of different makes and models of passenger cars based on differences in damage susceptibility. On March 17, 1994, NHTSA denied a petition submitted by the National Automobile Dealers Association (NADA) for NHTSA to reconsider Part 582 insofar as it requires new automobile dealers to prepare the requisite number of copies for distribution of the insurance cost information to prospective purchasers. 59 FR 13630. On March 24, 1995, NHTSA published a Final Rule to amend Part 582 in a number of respects. 60 FR 15509.

Pursuant to 49 CFR § 582.4, new automobile dealers are required to make available to prospective purchasers booklets that include this comparative information as well as certain mandatory explanatory text that is set out in section 582.5. Early each year, NHTSA publishes updated annual data in the Notices section of the Federal Register. Booklets reflecting the updated data must be available for distribution to prospective purchasers without charge within 30 days from the date of publication of the data in the Federal Register.

NHTSA has mailed a sample copy of the 1997 booklet to each dealer on the mailing list that the Department of Energy uses to distribute the "Gas Mileage Guide." Dealers will have the responsibility of reproducing a sufficient number of copies of the booklet to assure that they are available for retention by prospective purchasers by April 7, 1997. Dealers who do not receive a copy of the booklet within 15 days of the date of this notice should contact Mr. Orron Kee of NHTSA's Office of Planning and Consumer Programs ((202) 366-0846) to receive a copy of the booklet and to be added to the mailing list.

The required text and data are as follows:

FEBRUARY 1997

COMPARISON OF DIFFERENCES IN INSURANCE COSTS FOR PASSENGER CARS, STATION WAGONS/ PASSENGER VANS, PICKUPS AND UTILITY VEHICLES ON THE BASIS OF DAMAGE SUSCEPTIBILITY

The National Highway Traffic Safety Administration (NHTSA) has provided the information in this booklet in compliance with Federal law as an aid to consumers considering the purchase of a new car. The booklet compares differences in insurance costs for different makes and models of passenger cars, station wagons/passenger vans, pickups, and utility vehicles on the basis of damage susceptibility. However, it does not indicate a vehicle's relative safety.

The following table contains the best available information regarding the effect of damage susceptibility on auto insurance premiums. It was taken from data compiled by the Highway Loss Data Institute (HLDI) in its December 1996 *Insurance Collision Report*, and reflects the collision loss experience of passenger cars, utility vehicles, light trucks, and vans sold in the United States in terms of the average loss payment per insured vehicle year for model years 1994-1996. NHTSA has not verified the data in this table.

The table presents vehicles' collision loss experience in relative terms, with 100 representing the average for all passenger vehicles. Thus, a rating of 122 reflects a collision loss experience that is 22 percent higher (worse) than average while a rating of 96 reflects a collision loss experience that is 4 percent lower (better) than average. The table is not relevant for models that have been substantially redesigned for 1997, and it does not include information about models without enough insurance claims experience.

Although many insurance companies use the HLDI information to adjust the "base rate" for the *collision portion* of their auto insurance premiums, the amount of any such adjustment is usually small. It is unlikely that your total premium will vary more than ten percent depending upon the collision loss experience of a particular vehicle. If you do not purchase collision coverage or your insurance company does not use the HLDI information, your premium will not vary at all in relation to these rankings.

In addition, different insurance companies often charge different premiums for the same driver and vehicle. Therefore, you should contact insurance companies or their agents directly to determine the actual