

Type of Review: Revision of an information collection.

Background: The Federal Aviation Administration (FAA) Extension, Safety, and Security Act of 2016 (Pub. L. 114–190) (FESSA) was enacted on July 15, 2016. Section 2307 of FESSA, medical certification of certain small aircraft pilots, directed the FAA to “issue or revise regulations to ensure that an individual may operate as pilot in command of a covered aircraft” if the pilot and aircraft meet certain prescribed conditions as outlined in FESSA. The FAA notes that the use of section 2307 by any eligible pilot is voluntary. Persons may elect to use these alternative pilot physical examination and education requirements or may continue to operate using any FAA medical certificate.

The FAA is publishing a final rule, Alternative Pilot Physical Examination and Education Requirements, to implement the provisions of section 2307 (RIN 2120–AK96).

Respondents: Approximately 198,847 (8500–8) form applicants.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 3 minutes.

Estimated Total Annual Burden: 9,900 hours.

Issued in Washington, DC, on December 19, 2016.

Ronda L. Thompson,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2016–31233 Filed 12–23–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2016–0015]

Emergency Route Working Group— Notice of Public Meetings

AGENCY: Federal Highway Administration (FHWA); DOT.

ACTION: Notice of public meetings.

SUMMARY: This notice announces three meetings of the Emergency Route Working Group (ERWG). The Federal Advisory Committee Act requires that notice of these meetings be published in the **Federal Register**.

DATES: Three public meetings will be held on:

- Monday, January 9, 2017, from 8:30 a.m. to 4:00 p.m., e.t.
- Thursday, February 16, 2017, from 8:30 a.m. to 4:00 p.m., e.t.

- Thursday, March 16, 2017, from 8:30 a.m. to 4:00 p.m., e.t.

ADDRESSES: All three public meetings will be held at the U.S. Department of Transportation, 1200 New Jersey Ave., Conference Center, Washington, DC 20590.

Due to the limited amount of parking around DOT Headquarters, use of public transit is strongly advised. DOT is served by the Navy Yard Metrorail Station (Green line). The closest exit to DOT Headquarters is the Navy Yard exit. Train and bus schedules are available at Metrorail’s Web site at: http://www.wmata.com/rider_tools/tripplanner/tripplanner_form_solo.cfm.

FOR FURTHER INFORMATION CONTACT: Crystal Jones, FHWA Office of Freight Management and Operations, (202) 366–2976, or via email at Crystal.Jones@dot.gov or erwg@dot.gov. For legal questions, contact Seetha Srinivasan, FHWA Office of the Chief Counsel, (202) 366–4099 or via email at Seetha.Srinivasan@dot.gov. Office hours for FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this notice may be downloaded from the from the **Federal Register’s** home page at: <http://www.archives.gov>; the Government Publishing Office’s database at: <https://www.gpo.gov/fdsys/>; or the specific docket page at: www.regulations.gov.

Background

Purpose of the Committee: The ERWG was established pursuant to section 5502 of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114–94). Section 5502 of the (FAST) Act requires the DOT to establish an emergency route working group to determine best practices for expeditious State approval of special permits for vehicles involved in emergency response and recovery. Pursuant to the Federal Advisory Committee Act (FACA), the FHWA’s Office of Freight Management and Operations is announcing three public meetings of the Emergency Route Working Group (ERWG) on the following dates:

- Monday, January 9, 2017, from 8:30 a.m. to 4:00 p.m., e.t.
- Thursday, February 16, 2017, from 8:30 a.m. to 4:00 p.m., e.t.
- Thursday, March 16, 2017, from 8:30 a.m. to 4:00 p.m., e.t.

These meetings are being conducted to develop recommendations for the DOT Secretary on issues and associated best practices to encourage expeditious

State approval of special permits for vehicles involved in emergency response and recovery.

Tentative Agenda: The agenda will include a welcome and introduction by the Designated Federal Officer and Committee Chair, a review of literature related to special permits and emergency response and recovery, and a topical discussion on considerations for best practices; including whether:

(1) Impediments currently exist that prevent expeditious State approval of special permits for vehicles involved in emergency response and recovery;

(2) it is possible to pre-identify and establish emergency routes between States through which infrastructure repair materials could be delivered following a natural disaster or emergency;

(3) a State could pre-designate an emergency route identified under paragraph (2) as a certified emergency route if a motor vehicle that exceeds the otherwise applicable Federal and State truck size and weight limits may safely operate along such route during periods of declared emergency and recovery from such periods; and

(4) an online map could be created to identify each pre-designated emergency route under paragraph (3), including information on specific vehicle limitations, obligations, and notification requirements along that route.

Public Participation: All three meetings are open to the public. The Designated Federal Officer and the Chair of the Committee will conduct the meeting to facilitate the orderly conduct of business. If you would like to file a written statement with the Committee, you may do so either before or after the meeting by submitting an electronic copy of that statement to erwg@dot.gov or the specific docket page at: www.regulations.gov. If you would like to make oral statements regarding any of the items on the agenda, you should contact Crystal Jones at the phone number listed above or email your request to erwg@dot.gov. You must make your request for an oral statement at least 5 business days prior to the meeting. Reasonable provisions will be made to include any such presentation on the agenda. Public comment will be limited to 3 minutes per speaker, per topic.

Minutes: An electronic copy of the minutes from these meetings will be available for download within 60 days of each meeting at: <http://ops.fhwa.dot.gov/fastact/erwg/index.htm>.

Authority: Section 5502 of Public Law 114–94; 5 U.S.C. Appendix 2; 41 CFR 102–3.65; 49 CFR 1.85.

Dated: December 21, 2016.

Gregory G. Nadeau,
Administrator, Federal Highway
Administration.

[FR Doc. 2016-31243 Filed 12-23-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2015-0055]

Third Amendment to the Coordinated Remedy Order With Annex A; Coordinated Remedy Program Proceeding

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

ACTION: Third Amendment to the
Coordinated Remedy Order.

DATES: *Effective date:* This Third
Amendment to the Coordinated Remedy
Order went into effect on November 9,
2016.

Order: This Amendment to the
Coordinated Remedy Order
("Amendment") is issued by the
Administrator of the National Highway
Traffic Safety Administration
("NHTSA"), an operating
administration of the U.S. Department
of Transportation. Pursuant to NHTSA's
authority under the National Traffic and
Motor Vehicle Safety Act of 1966, as
amended and recodified (the "Safety
Act"), 49 U.S.C. 30101, *et seq.*, and
specifically, 49 U.S.C. 30118-30120,
30120(a)(1), 30120(c)(2)-(3), 30166(b),
30166(c), 30166(e), 30166(g)(1), and 49
CFR 573.6, 573.14, this Amendment
modifies the Coordinated Remedy Order
issued on November 3, 2015 ("CRO") to
add newly affected vehicle
manufacturers¹ (the "Expansion
Vehicle Manufacturers") to the
Coordinated Remedy Program and to set
forth additional requirements and
obligations of the affected vehicle
manufacturers (the "Affected Vehicle
Manufacturers")² and TK Holdings,

¹ Including Ferrari North America, Inc. ("Ferrari"), Jaguar Land Rover North America, LLC ("Jaguar-Land Rover"), McLaren Automotive, Ltd. ("McLaren"), Mercedes-Benz U.S., LCC ("Mercedes-Benz"), Tesla Motors, Inc. ("Tesla"), Volkswagen Group of America, Inc. ("Volkswagen"), and, per Memorandum of Understanding dated September 16, 2016, Karma Automotive on behalf of certain Fisker vehicles ("Karma").

² Including, in addition to the Expansion Vehicle Manufacturers, the previously included companies, or "Original Affected Manufacturers": BMW of North America, LLC ("BMW"), FCA US, LLC ("FCA") (formerly Chrysler), Daimler Trucks North America, LLC ("Daimler Trucks"), Daimler Vans USA, LLC ("Daimler Vans"), Ford Motor Company

Inc., ("Takata") in connection with the recall and remedy of certain types of Takata air bag inflators. The CRO, including all facts, findings, terms, and prior amendments,³ is hereby incorporated by reference as if fully set forth herein.

I. Nature of the Matter and Findings

1. On November 3, 2015, upon the conclusion of the Coordinated Remedy Program Proceeding and closing of public Docket Number NHTSA-2015-0055 (addressing the recalls of certain Takata air bag inflators), NHTSA issued a Consent Order to Takata on November 3, 2015 ("November 2015 Consent Order") and the CRO. *See Coordinated Remedy Order with Annex A*, 80 FR 70866 (Nov. 16, 2015).

2. Since that time, NHTSA has continued its investigation into the Takata air bag inflator ruptures (EA15-001) and has been implementing and overseeing the Coordinated Remedy Program. As part of the ongoing investigation NHTSA has, among other things, received briefings from three independent research organizations,⁴ each of which had undertaken scientific evaluations of Takata's frontal air bag inflators containing non-desiccated phase-stabilized ammonium nitrate ("PSAN"). *See* Amendment to November 3, 2015 Consent Order, EA15-001 Air Bag Inflator Rupture (May 4, 2016) ("Amended Consent Order"). NHTSA staff evaluated the research and also consulted with the Agency's independent expert on the various researchers' findings. *See id.* (including Expert Report of Harold R. Blomquist, Ph.D. as Exhibit A). Based upon the scientific analyses and data obtained from the researchers and additional data from Takata, on May 4, 2016, NHTSA issued, with Takata's agreement, the Amended Consent Order, which, among other things, established a phased schedule for the future recall of all Takata frontal inflators containing non-desiccated PSAN by December 31, 2019.

3. The number of Takata air bag inflators currently recalled, or scheduled for recall, has increased since

("Ford"), General Motors, LLC ("GM"), American Honda Motor Company ("Honda"), Mazda North American Operations ("Mazda"), Mitsubishi Motors North America, Inc. ("Mitsubishi"), Nissan North America, Inc. ("Nissan"), Subaru of America, Inc. ("Subaru"), and Toyota Motor Engineering and Manufacturing ("Toyota").

³ Amendments were issued granting extensions of time to BMW on March 15, 2016, and to GM, Daimler Vans, and Ford on September 29, 2016. These amendments are publicly available at: <http://www.safercar.gov/rs/takata/takata-docs.html>.

⁴ Exponent, Inc., Fraunhofer ICT, and Orbital ATK.

November 3, 2015, from approximately 23 million to approximately 61 million⁵ and the number of affected vehicle manufacturers has grown from 12 to 19. The size of these recalls, ages of vehicles affected, nature of the defect, and associated communications and outreach challenges, as well as remedy part and alternative part supply challenges, lends unprecedented complexity to the recall and remedy process. Given the potential severity of the harm to vehicle occupants when an inflator rupture occurs and the widespread exposure across a large vehicle population, the ongoing risk of harm presented by the defective Takata air bag inflators is extraordinary. Accordingly, for the reasons that follow, and upon consideration of the entire record in this proceeding (including NHTSA's ongoing investigation in EA15-001, oversight of the Takata non-desiccated PSAN inflator recalls issued in May and June 2015 by the Original Affected Manufacturers (the "Inflator Recalls") to date, and the Amended Consent Order) NHTSA now issues this Third Amendment to the Coordinated Remedy Order.

Additional Factual Background

4. Following the issuance of the November 2015 Consent Order and the CRO, NHTSA continued its investigation into the rupturing Takata air bag inflators and began to implement the Coordinated Remedy Program.

5. In late 2015, Takata shared new inflator ballistic testing data with the Agency. That data included ruptures during testing of four (4) non-desiccated PSPI inflators and two (2) non-desiccated PSPI-L inflators (both of which are passenger side air bag inflators). Based on the new ballistic testing data, in December 2015, Takata amended DIRs 15E-042 (for the PSPI-L) and 15E-043 (for the PSPI) to include inflators through model year 2008, and the impacted vehicle manufacturers⁶ expanded their existing recalls to all vehicles with those inflator types through model year 2008.

6. Meanwhile, in the fall of 2015, Takata began ballistic testing and analysis of certain non-desiccated PSDI-5 driver air bag inflators returned from the field. In January 2016, Takata notified the Agency that of 961 returned non-desiccated PSDI-5 inflators subjected to testing, three (3) had ruptured during testing and an additional five (5) had shown elevated internal pressure levels during testing

⁵ This number of inflators does not include like-for-like remedies.

⁶ Honda, Mazda, and Subaru.