

*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]

**BILLING CODE 4910–13–P**

## 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](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](mailto:Crystal.Jones@dot.gov) or [erwg@dot.gov](mailto: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](mailto: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](http://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](mailto:erwg@dot.gov) or the specific docket page at: [www.regulations.gov](http://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](mailto: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]

BILLING CODE 4910-22-P

## 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  
manufacturers<sup>1</sup> (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")<sup>2</sup> and TK Holdings,

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,<sup>3</sup> 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,<sup>4</sup>  
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

November 3, 2015, from approximately  
23 million to approximately 61 million<sup>5</sup>  
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 wide-  
spread 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 manufacturers<sup>6</sup>  
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

<sup>1</sup> Including Ferrari North America, Inc.  
("Ferrari"), Jaguar Land Rover North America, LLC  
("Jaguar-Land Rover"), McLaren Automotive, Ltd.  
("McLaren"), Mercedes-Benz U.S., LLC ("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").

<sup>2</sup> 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

("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").

<sup>3</sup> 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>.

<sup>4</sup> Exponent, Inc., Fraunhofer ICT, and Orbital  
ATK.

<sup>5</sup> This number of inflators does not include like-  
for-like remedies.

<sup>6</sup> Honda, Mazda, and Subaru.