

SUPPLEMENTARY INFORMATION: On June 19, 1992, SBA published a notice in the **Federal Register** (the pilot notice) announcing the commencement of the 3% Preferred Stock Repurchase Pilot Program for Small Business Investment Companies licensed under section 301(d) of the Small Business Investment Act of 1958, as amended. See 57 FR 27503. On April 1, 1994, SBA published a notice in the **Federal Register** fully implementing the 3% Repurchase Program to allow each eligible SSBIC the opportunity to apply for the repurchase of its 3% preferred stock held by SBA. See 59 FR 15491. On June 14, 1994, SBA Policy and Procedural Release #2021 was issued notifying all licensed SSBICs that the period of availability for the 3% Repurchase Program would be for three (3) years following that date. Further, SBA Policy and Procedural Release #2021 delineated the procedures for applying to repurchase the 3% preferred stock and set forth the general conditions related to such a repurchase. Since its implementation, only 58% of the SSBICs with outstanding 3% preferred stock have participated in the Repurchase Program. To allow each eligible SSBIC additional time to take advantage of this opportunity, SBA is extending the period of availability of the 3% Repurchase Program by four (4) years to June 14, 2001. All other program descriptions and conditions set forth in the April 1, 1994 Notice implementing the Repurchase Program, as well as those delineated in SBA Policy and Procedural Release #2021, remain unchanged.

Authority: Title III of the Small Business Investment Act 15 U.S.C. 681 *et seq.*; 15 U.S.C. 683, 687(c), 687b, 687d, 687g, and 687m; as amended by Pub. L. 104-208.

Dated: July 11, 1997.

Aida Alvarez,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted

below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The 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 December 13, 1996 [61 FR, page 65629].

DATES: Comments must be submitted on or before August 21, 1997.

FOR FURTHER INFORMATION CONTACT: Edward Kosek, NHTSA Information Collection Clearance Officer at (202) 366-2589.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration (NHTSA)

Title: National Survey of Drinking and Driving Attitudes and Behaviors: 1997.
OMB No.: 2127-0580.

Type of Request: Revision of a Currently Approved Collection.

Affected Public: Non-institutionalized population of the U.S.—Ages 16 and older living in telephone households.

Abstract: In 1991, NHTSA conducted the first in a series of biennial surveys of the driving-age public (16 or older) to identify patterns and trends in public attitudes and behaviors towards drinking and driving. The proposed study will collect data on topics included in the first three studies (and several additional topics), including: frequency of drinking and driving and of riding with an impaired driver, ways to prevent drinking and driving, enforcement of drinking driving including the use of sobriety checkpoints, understanding of BAC levels and legal limits, and crash and injury experience.

Estimated Annual Burden Hours: 1,333 hours.

Estimated Number of Respondents: 4,000.

Need: The findings will assist NHTSA in addressing the problem of alcohol-impaired driving and in formulating programs and recommendations to Congress. NHTSA will use the findings to identify areas to target current programs and activities to achieve the greatest benefit, to develop new programs to decrease the likelihood of drinking and driving behaviors, and to provide informational support to states, localities, and law enforcement agencies that will aid them in their efforts to reduce drinking and driving crashes and fatalities.

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 July 16, 1997.

Vanester M. Williams,

Clearance Officer, Department of Transportation.

[FR Doc. 97-19184 Filed 7-21-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular (AC) 91-56A, Continuing Structural Integrity Program for Large Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed advisory circular.

SUMMARY: This notice invites public comment on the proposed revision of Advisory Circular (AC) 91-56 which provides guidance material to manufacturers and operators of transport category airplanes for use in developing a continuing structural integrity program to ensure safe operation of older airplanes throughout their operational life.

DATES: Comments must be received on or before October 20, 1997.

ADDRESSES: Send all comments on the proposed AC to: Dorenda Baker, Manager, Aging Aircraft Program, ANM-109, FAA Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave., SW., Renton, WA 98055-4056. Comments may be examined at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Pat Siegrist, Regulations Branch, ANM-114, FAA Transport Airplane Directorate, Aircraft Certificate Service, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-2126, facsimile (425) 227-1320.

SUPPLEMENTARY INFORMATION:

Comments Invited

A copy of the subject AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters must identify the title of the AC and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the final AC.

Discussion

The FAA proposes to revise AC 91-56, "Supplemental Structural Inspection Program for Large Transport Category Airplanes," to add an appendix which provides guidance as to an acceptable means of accomplishing a structural evaluation for widespread fatigue damage. It revises the original AC to incorporate editorial changes and to reserve sections for the Aging Aircraft Modification Program, Corrosion Prevention and Control Program, and Repair Evaluation Program. The proposed changes would expand the scope of AC 91-56 to cover all programs necessary for the continued structural integrity of aging aircraft; therefore, the subject of the AC would be changed to "Continuing Structural Integrity Program for Large Transport Airplanes."

The following is a summary of the contents of the appendix on widespread fatigue damage.

General

The likelihood of fatigue damage in an airplane's structure increases with the number of damaging repeated load cycles the airplane experiences. The manufacturer designs the airplane to keep the probability of cracking to a minimum up to the design service goal. It is expected that any cracking that occurs during this period will occur in isolation, originating from a single source, such as a random manufacturing flaw, but uniformly loaded structure may develop cracks in adjacent fasteners or in adjacent similar structural details. This cracking, known as Widespread Fatigue Damage (WFD) may interact to reduce the damage tolerance of the structure. Methods used to date to develop structural inspection programs have generally considered only localized interactions between fatigue cracks. Since a few cracks of a size that may not be reliably detected can cause an unacceptable reduction in the structural strength of the aircraft, the

manufacturers should conduct an evaluation to determine when this damage may occur and provide instructions for the verification and removal of WFD in airplane structure.

Structural Evaluation for Widespread Fatigue Damage

The evaluation has three objectives: (1) Identify primary structure susceptible to WFD, (2) Predict when it is likely to occur, (3) Establish additional maintenance actions, as necessary, to ensure the continued safe operation of the airplane. Structure that is susceptible to WFD typically has characteristics of similar details operating at similar stresses where structural capability could be affected by interaction of similar cracking. The proposed AC provides examples of generic types of susceptible structure. The evaluation for the onset of WFD should include a complete review of service history of the susceptible areas, relevant full-scale and component fatigue test data, teardown inspections, and any fractographic analysis available. For all areas that are identified as susceptible to WFD, the current maintenance program should be evaluated to determine if adequate structural maintenance and inspection programs exist to safeguard the structure against cracking and other structural degradation. The initial evaluation validity of the complete airframe should cover a significant forward projection of the airplane usage beyond the design service goal, typically an assessment through at least an additional twenty-five percent of the design service goal would provide a realistic forecast.

Documentation

The manufacturer may revise the Supplemental Structural Inspection Program or issue other service information for the inspections and procedures and or modification of parts or components necessary to preclude WFD.

Responsibility

It is expected that the evaluation will be conducted in a cooperative effort between the operators and the manufacturers with participation by airworthiness authorities.

Issued in Renton, Washington, on July 15, 1997.

Neil D. Schalekamp,

*Acting Manager, Transport Standards Staff,
Transport Airplane Directorate, ANM-110.*

[FR Doc. 97-19233 Filed 7-21-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity to Participate, Criteria Requirements and Change of Application Procedure for Participation in the Fiscal Year 1997 Military Airport Program (MAP)

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of criteria for application and designation, redesignation, or continued participation, in the Fiscal Year 1997 Military Airport Program (MAP).

SUMMARY: This notice announces the criteria, application procedures and schedule to be applied by the Secretary of Transportation in designating, redesignating, and funding capital development for up to 12 airports in the 1997 MAP.

The 1997 MAP allows the Secretary to consider current or former military airports: (1) that were realigned or closed under Base Realignment and Closure (BRAC) procedures or 10 USC 2687 (property normally reported to the General Services Administration for disposal); or (2) at which grants would reduce delays at airports that have 20,000 hours of annual delay in passenger aircraft takeoffs and landings; or (3) which will enhance airport and air traffic control system capacity in a metropolitan area.

DATES: Airport sponsors should address written applications for designation, redesignation, or continued participation, in the fiscal year 1997 MAP to the FAA regional Airports Division or Airports District Office that serves the airport. Applications must be received by that office of the FAA within 20 days after the date this notice is published in the **Federal Register**.

ADDRESSES: Send an original and two copies of Standard Form 424, "Application for Federal Assistance," and supporting and justifying documentation, specifically requesting to be considered for designation to participate, or continue, in the fiscal year 1997 Military Airport Program, to the Regional FAA Airports Division or Airports District Office that serves the airport.

FOR FURTHER INFORMATION CONTACT: Mr. James V. Mottley or Leonard C. Sandelli, Military Airport Program (APP-4), Office of Airport Planning and Programming, Federal Aviation Administration (FAA), 800 Independence Avenue, SW.,