

Charlotte/Douglas International Airport, Charlotte, NC; Environmental Impact Statement

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent.

SUMMARY: The Federal Aviation Administration intends to prepare an Environmental Impact Statement (EIS) to address environmental and related impacts expected to be associated with the expansion of Charlotte/Douglas International Airport located at Charlotte, North Carolina.

FOR FURTHER INFORMATION CONTACT: Thomas M. Roberts, Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747 (404) 305-7153.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration will prepare an EIS for the proposed project to construct and operate a third parallel runway west of the existing runway 18R/36L with associated taxiways and other related facilities. The location and length of the runway will be determined in conjunction with the Airport Master Plan Update (AMP) and Part 150 Noise Compatibility Program (NCP) which will be conducted in the same time frame as the EIS except under separate contracts. The planning for the third parallel runway will require close coordination between the EIS and AMP and NCP contractors.

The FAA plans to coordinate with Federal, State, and local agencies which have jurisdiction by law or special expertise with respect to any environmental impacts associated with the proposed project.

The EIS will also evaluate cumulative impacts anticipated to occur as a result of the implementation of other foreseeable future improvements at the Charlotte/Douglas International Airport.

It is anticipated a Request For Qualifications will be advertised in April or May of this year for a consultant to prepare the EIS.

PUBLIC SCOPING: The Federal Aviation Administration will hold a scoping meeting to solicit input from Federal, State, and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the project. In addition, a public scoping meeting will be held and the public may submit written comments on the scope of the environmental study to the address identified in **FOR FURTHER INFORMATION CONTACT**. A Public Notice issued at a later date will provide the

date, time, and place of the scoping meeting and the period for written comments.

Issued in Atlanta, Georgia, on March 22, 1995.

Howard M. Robinson,

Manager, Atlanta Airports District Office.

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National Highway Traffic Safety Administration

[Docket No. 95-20; Notice 1]

Child Safety Seats; Agreement Between General Motors and U.S. Department of Transportation

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

ACTION: Notice; request for certifications.

SUMMARY: This notice describes an agreement between General Motors (GM) and the U.S. Department of Transportation (DOT), under which GM has agreed to donate funds to one or more qualified organizations for the purchase and distribution of child safety seats. Organizations that wish to receive such funds are required to certify in writing that they are qualified, in accordance with criteria established in the agreement. This notice requests that such organizations submit certifications and describes the criteria they must meet and the information they must submit with their certifications to be eligible to receive these funds.

DATES: Certifications must be received no later than May 1, 1995.

ADDRESSES: Certifications should be submitted to: Office of Occupant Protection, NTS-11, Room 5118, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Susan Gorcowski, National Organizations Division, NTS-11, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone (202) 366-2683.

SUPPLEMENTARY INFORMATION: On December 2, 1994, Secretary of Transportation Federico Peña announced that DOT and GM had agreed in principle to a resolution of the investigation by the National Highway Traffic Safety Administration (NHTSA) into an alleged defect related to motor vehicle safety in certain 1970-1991 GM C/K pickup trucks. The terms of the resolution were finalized in a separate agreement that was executed between GM and DOT on March 7, 1995.

Under the terms of the agreement, GM agreed to provide funds over a period of five years to support highway safety research and programs that will prevent motor vehicle deaths and injuries.

In the area of child safety, GM agreed to donate \$8,000,000 to qualified organizations for the purchase and distribution of child safety seats. Of this amount, \$4,000,000 will be donated during the first year after the date of the agreement (approximately \$1,000,000 each quarter) and \$4,000,000 will be donated over the next four years. The seats will be directed to low income and special needs populations that are underserved and culturally diverse.

NHTSA estimates that these funds will allow for the purchase and distribution of between 125,000 and 200,000 child safety seats for needy families which, in turn, will save at least 50 lives and prevent approximately 6,000 injuries.

Background

There are approximately 25 million young children, under the age of eight years old, who need the protection of child safety seats. One fourth of these children come from families that are below the poverty level.

As many as 3 million children in low-income families do not have access to adequate child safety seats. An additional 3 million children or more have access to child safety seats but, for a variety of reasons, are not being secured in these seats properly. Additionally, children with special transportation needs, such as children with disabilities, often require uniquely designed child safety seats that are too expensive for most families of average income to afford.

For these and other reasons, millions of children ride each day either unprotected or inadequately protected by child safety seats. A disproportionate number of these children are from low income or rural families or from culturally diverse populations.

To increase child safety seat usage, child safety seats must be made more readily available, particularly to underserved low income and special needs families. These families must also be motivated in the use of child safety seats and educated about their proper usage.

Public interest in child passenger safety today is at an all-time high, and there are a number of national organizations that work in this area. These organizations, in collaboration with state and local affiliates and related agencies, distribute child safety seats in communities and educate families about the proper use of these seats and other