

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.

[FR Doc. 95-7985 Filed 3-30-95; 8:45 am]

BILLING CODE 4910-13-M

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

practices that can lead to increased highway safety.

An effective child safety seat program can reach and have a major positive impact on large numbers of children, as well as their families. To be most effective, however, the program must ensure that seats are distributed primarily to the populations most at risk, including underserved low income and special needs families. If programs do not target these populations, the seats could be provided instead to families that could otherwise afford to purchase them, with little net benefit.

List of Qualified Organizations

The agreement between GM and DOT provides:

DOT shall identify, on an ongoing basis so as to facilitate timely GM donations, qualified organizations which DOT in its sole discretion deems appropriate to receive donations from GM for the purchase and distribution of child safety seats. GM, in its sole discretion, shall select from the list of qualified organizations provided by DOT, the organization(s) to which it will donate funds, and shall decide the exact amount of funds that each such organization will receive.

The agreement provides further that any organization that is interested in being identified as a "qualified organization" must certify to DOT in writing that it will meet a number of criteria set forth in the agreement.

Today's notice describes the criteria that an organization must meet and the information it must submit with its certification, to be identified as a "qualified organization." Certifications must be received no later than 30 days after the date of publication of today's notice in the **Federal Register**. When NHTSA completes its review of the certifications, it will prepare a list of organizations it has identified as qualified and appropriate to receive donations for the purchase and distribution of child safety seats. NHTSA will provide the list to GM and place it in the public docket.

This list of organizations will be used by GM during the first and second quarters of the first year after the date of the agreement, during which time GM will donate a total of approximately \$2 million for the purchase and distribution of child safety seats.

Within six months (or less) from the date of publication of today's notice, NHTSA plans to publish a second notice in the **Federal Register** requesting certifications from organizations that wish to receive donations after the second quarter. Any organization that wishes to be included on the second list, whether or not the organization was included on the first

list, must submit a certification. NHTSA reserves the right to request at that time the submission of additional information, not identified in today's **Federal Register** notice, from organizations seeking to be included on the second list.

Based on its review of the certifications received in response to the second **Federal Register** notice, NHTSA will prepare a revised list of organizations that have been identified as qualified and appropriate to receive future donations from GM. (As explained earlier, GM will donate approximately \$1 million in the third quarter of the first year after the date of the agreement, \$1 million in the fourth quarter, and a total of \$4 million during the following four-year period.)

NHTSA may, from time to time, publish additional notices requesting certifications and prepare additional revised lists of qualified organizations, if it determines it is appropriate to do so.

Certification Criteria

In accordance with the agreement, in order to be identified as a "qualified organization," an organization must certify in writing that it shall meet eleven separate criteria. Each of these criteria is described below:

(1) Work through affiliates

The organization must certify in writing that it shall: work, through its state or local affiliates, with agencies such as children's hospitals and health agencies to identify families who could not otherwise afford seats or who have special needs

Organizations must have established and effective affiliate relationships and on-going collaboration with other appropriate agencies or organizations necessary to carry out the effort. Organizations can satisfy this criterion by showing that they work either through their state or local affiliates (i.e., units or chapters specifically organized to carry out the organization's mission), or with other child safety-related agencies or organizations, such as children's hospitals or fire and rescue agencies.

Organizations may have either a built-in network or collaborative access to such a network. The network must enable the organization to identify families of target populations who have not been reached through traditional channels, including families who could not otherwise afford seats or who have special needs, and to distribute seats and provide education to these families.

Organizations must submit information regarding their structure

and a designation of geographic locations of state and local affiliates that are expected to be involved in the effort. Organizations must also submit information regarding the organizations and agencies with which they will be affiliated for purposes of this program.

(2) Existing program or trained staff

The organization must certify in writing that it shall:

have an existing loaner or give-away child safety seat program or have staff trained in child passenger safety issues

Organizations must have experience, either directly or through their affiliates, with a loaner or give-away program or staff trained in child passenger safety or related issues. The experience or training is necessary to ensure that organizations, or their affiliates, are able to operate such programs, and to meet the deadlines and requirements established in the agreement for distributing seats and providing education.

Organizations must describe their existing loaner or give-away child safety seat programs and their experience in providing education on the use of child safety seats or on other related public health issues. They must identify the number of current trained staff and provide a description of training conducted or taken by their staff and the dates of last training. Organizations may also describe existing loaner or give-away programs, experience in providing education and provide the training information described above for agencies or organizations with which they have collaborative relationships.

(3) Low-income or special needs across broad geographic area

The organization must certify in writing that it shall:

distribute the seats to low-income families and/or families with special needs across a broad geographical area throughout the United States

The intent of this provision is to assure that underserved children from culturally diverse populations throughout the United States receive the benefits of the program. Qualified organizations need not distribute seats in every state. However, they must have a program that is national in scope and reaches their target populations throughout the United States. Organizations must submit their mission statements, a description of the method they will use to identify underserved low income or special needs families, and a list of the geographic locations that would be targeted for receipt of the seats. They must demonstrate the ability to identify underserved low income and special

needs families, and the ability to distribute seats to these families.

(4) Mix of child safety seats

The organization must certify in writing that it shall:

comply with NHTSA guidelines with respect to the approximate mix of child safety seats (e.g., infant, toddler, booster, special needs)

Children of differing ages and transportation needs require different types of child safety seats. The intent of this provision is to assure that the children who are recipients under this program receive seats that meet their needs. The provision is also intended to assure that organizations purchase the correct mix of seats for their target population.

Organizations will need to identify the ages and transportation needs of the intended recipients and the types of seats needed to properly fit the target group. For example, an organization targeting special needs children may need very specialized seats, while a program targeting older children may need convertible toddler and booster child restraint devices.

Organizations must specify the maximum number of seats they are capable of distributing within 120 days of their receipt of the funds and the amount of funding they are requesting from GM to purchase and distribute this number of seats. Organizations must specify the proposed mix and types of seats needed to serve the age and needs of the populations to be targeted (e.g., 25% booster seats, 50% toddler seats, 20% infant seats and 5% special needs seats), and their expected per unit cost to purchase and distribute each type of seat. Organizations must also describe the method used to derive the mix. They should indicate whether the mix or price would change if they receive less funding than the full amount requested.

(5) Within 120 days

The organization must certify in writing that it shall:

distribute all of the seats purchased with the funds provided by GM to the local agencies within 120 days of the receipt of the funds

Organizations will be required, under the agreement, to purchase and distribute all of the seats to local agencies within 120 days of receipt of the funds. To satisfy this criterion, organizations must demonstrate the ability to meet this requirement. Organizations must submit a plan describing how they will reach a broad geographical area and how they will identify the low income and special needs families to be served by this program. The plan must describe how they will accomplish the purchase and

distribution of seats within the 120-day period and it must include a proposed schedule for the purchase and distribution of seats.

Organizations must also demonstrate that the distribution and education efforts funded under this program will either create new initiatives, or complement (rather than duplicate) existing initiatives, in the geographic areas to be served. This may be demonstrated by including in the plan, either letters of support from the organizations that are (or would be) responsible for child safety seat programs (such as state highway safety offices and state public health agencies) or a description of the organization's plans to coordinate with these responsible organizations.

(6) Educate recipients

The organization must certify in writing that it shall:

educate recipients of the seats as to methods of proper installation and use

While the distribution of child safety seats is vitally important, and can save many children's lives, the effectiveness of those seats in preventing injury and death increases significantly when recipients are trained in and follow proper use and installation instructions. Organizations are required, under the agreement, to provide education to the recipients of the seats regarding the proper installation and use of child safety seats. Organizations must describe the means they or their affiliates will use to educate families about the proper installation and use of child safety seats (e.g., hands-on demonstration, video, brochures).

To assist in this effort, NHTSA will make resources, including materials and technical assistance, available to the selected organizations.

(7) Administrative expenses

The organization must certify in writing that it shall:

not use more than 10 percent of the funds provided by GM for administrative expenses related to distribution of the seats

Organizations shall use no more than 10 percent of the funds provided by GM for administrative expenses related to the distribution of the seats. Examples of administrative expenses include operational overhead such as secretarial support, telephone expenses, and time of paid staff to help develop the plans for these efforts. No additional information is required to be submitted at this time in support of this element of the certification.

(8) Added to existing funds and no diversions

The organization must certify in writing that it shall:

add the GM-provided funds to the total of its existing funds spent on the distribution of child safety seats to low-income families and not divert any funds currently budgeted to such activities to other activities

Organizations shall add the GM-provided funds to the total of their existing funds, if any, spent on the distribution of child safety seats to low income and special needs families and not divert any funds currently budgeted to such activities, if any, to other activities. In other words, the funds provided by GM must represent new and additional resources, and may not be used to replace other funds, if any, that otherwise would have been used for the distribution of child safety seats to low-income families and their related education activities. No additional information is required to be submitted at this time in support of this element of the certification.

(9) Third-party audit

The organization must certify in writing that it shall:

allow the activities conducted pursuant to this program to be audited by such third party as selected by DOT

Organizations shall allow the activities conducted pursuant to this program to be audited by such third party as may be selected by DOT. Organizations shall also maintain adequate records to allow an audit to be conducted. No additional information is required to be submitted at this time in support of this element of the certification.

(10) Enforceable commitments and promises

The organization must certify in writing that it shall:

acknowledge and agree that such commitments and promises shall be enforceable

Organizations shall acknowledge and agree that the commitments and promises they make shall be enforceable through legal process or other appropriate means. No additional information is required to be submitted at this time in support of this element of the certification.

(11) No assumption of responsibility

The organization must certify in writing that it shall:

acknowledge and agree that GM does not assume or bear any responsibility for the organization's commitments, the selection of the safety seats actually purchased or distributed, or the education of recipients of the seats as to proper use

The organization shall acknowledge and agree that GM does not assume or

bear any responsibility for the organization's commitments, the selection of the safety seats actually purchased or distributed, or the education of recipients of the seats as to proper use. No additional information is required to be submitted at this time in support of this element of the certification.

Evaluation Criteria

Certifications must demonstrate that the organization meets all criteria listed above. Certifications will be evaluated based on the following factors:

1. Understanding of the requirements of the agreement and soundness of approach as shown by the organization's plan and certification.

2. The ability to identify underserved low income and special needs families.

3. The ability to distribute child safety seats to these target populations at the community level.

- The experience of the organization, or its affiliates, in distributing child safety seats

- The breadth and diversity of the underserved population the organization can effectively reach

4. The ability to provide education to recipients.

- The experience of the organization, or its affiliates, in providing education on the use of child safety seats or on other related public health issues

- The level of training of the organization's staff or of the staff of its affiliates

5. The ability to conduct a distribution and education program that either creates new initiatives, or complements (rather than duplicates) existing initiatives, in the geographic areas to be served.

Certification Procedures

To be considered, certifications must be received no later than 30 days after the date on which today's notice is published in the **Federal Register**. Certifications should be submitted to Office of Occupant Protection, NTS-11, Room 5118, 400 Seventh Street, S.W., Washington, D.C. 20590.

Certifications must include each of the following:

(1) Certification Statement

A written statement, signed by an authorized official of the organization, certifying that the organization shall:

- (i) work, through its state or local affiliates, with agencies such as children's hospitals and health agencies to identify families who could not otherwise afford seats or who have special needs; (ii) have an existing loaner or give-away child safety seat program or have staff trained in child passenger safety issues;

- (iii) distribute the seats to low-income families and/or families with special needs across a broad geographical area throughout the United States; (iv) comply with NHTSA guidelines with respect to the approximate mix of child safety seats (e.g., infant, toddler, booster, special needs); (v) distribute all of the seats purchased with the funds provided by GM to the local agencies within 120 days of the receipt of the funds; (vi) educate recipients of the seats as to methods of proper installation and use; (vii) not use more than 10 percent of the funds provided by GM for administrative expenses related to distribution of the seats; (viii) add the GM-provided funds to the total of its existing funds spent on the distribution of child safety seats to low-income families and not divert any funds currently budgeted to such activities to other activities; (ix) allow the activities conducted pursuant to this program to be audited by such third party as selected by DOT; (x) acknowledge and agree that such commitments and promises shall be enforceable; and (xi) acknowledge and agree that GM does not assume or bear any responsibility for the organization's commitments, the selection of the safety seats actually purchased or distributed, or the education of recipients of the seats as to proper use.

(2) Plan

A plan describing how the organization will reach a broad geographical area, how it will identify underserved low income and special needs families that will be served by the program, and how it will accomplish the purchase and distribution of child safety seats within 120 days of receipt of the funds. The plan must include a proposed schedule for the purchase and distribution of seats, and either letters of support from the organizations that are (or would be) responsible for child safety seat programs in the geographic areas to be served (such as state highway safety offices and state public health agencies) or a description of the organization's plans to coordinate with these responsible organizations.

(3) Additional Information

The following additional information to ensure that the organization is capable of meeting the objectives of the agreement:

- Information regarding the organization's structure and a designation of geographic locations of state and local affiliates to be involved in the effort;
- Information regarding the organizations and agencies with which the organization will be affiliated for purposes of this program;
- A description of the organization's, or its affiliates': existing loaner or give-away programs; experience in providing education on the use of child safety seats or on other related public health

issues; the number of trained staff; a description of training conducted or taken; and the dates of last training;

- A mission statement of the organization;
- The method to be used to identify underserved low income or special needs families;
- A list of the geographic locations that would be targeted for receipt of the seats;

- The maximum number of seats the organization is capable of distributing within 120 days of its receipt of the funds; the amount of funding the organization is requesting from GM to purchase and distribute this number of seats; the proposed mix and types of seats needed to serve the age and needs of the populations to be targeted (e.g., 25% booster seats, 50% toddler seats, 20% infant seats and 5% special needs seats); the expected per unit cost to purchase and distribute each type of seat; the method used to derive the mix; and, if applicable, any change in mix or price if the organization receives less funding than the full amount requested; and

- A description of the means to be used by the organization or its affiliates to educate families about the proper installation and use of child safety seats.

Organizations must submit one original and two copies of their certifications. Certifications shall be subject to 18 U.S.C. 1001, which prohibits making of false statements. Organizations are requested to submit four additional copies to facilitate the review process, but there is no requirement or obligation to do so.

Organizations that would like to be notified upon receipt of their certifications should enclose a self-addressed stamped postcard in the envelope with their certifications. Upon receiving the certifications, the postcard will be returned by mail.

Issued on: March 27, 1995.

Michael B. Brownlee,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 95-7986 Filed 3-28-95; 2:55 pm]

BILLING CODE 4910-59-P

[Docket No. 94-60; Notice 2]

Denial of Petition for Import Eligibility Decision

This notice sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(C)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)).