conduct operations in air commerce carrying persons for compensation or hire, except air taxi/commercial operators public or private charters in aircraft with a seating capacity of 10 or more. This air taxi exemption is consistent with the current exemption in PFC application #1.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM–600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055–4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Boise Air Terminal.

Issued in Renton, Washington on June 20, 1996.

Dennis G. Ossenkop,

Acting Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96–16415 Filed 6–26–96; 8:45 am]

BILLING CODE 4910–13–M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Manchester Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to use the revenue from a Passenger Facility Charge at Manchester Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 29, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airport Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Alfred Testa, Jr., Airport Director for Manchester Airport at the following address: Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire, 03103.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Manchester under section 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT: Priscilla A. Scott, Airports Program Specialist, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (617) 238–7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a Passenger Facility Charge (PFC) at Manchester Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 6, 1996, the FAA determined that the application to use the revenue from a OFC submitted by the city of Manchester was substantially complete within the requirements of section 158.25 of Part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than September 24, 1996.

The following is a brief overview of the use application.

PFC Project No.: 96–03–U–00–MHT,

Level of the proposed PFC: $3.00.

Charge effective date: January 1, 1993.

Estimated charge expiration date: September 1, 1997.

Estimated total net PFC revenue: $177,000.

Brief description of project: Acquire Aviation Easements for Runway 17 ILS.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: On demand Air Taxi/Commercial Operators (ATCO).

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103.

Issued in Burlington, Massachusetts on June 17, 1996.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 96–16419 Filed 6–26–96; 8:45 am]

BILLING CODE 4910–13–M

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement to Support National Occupant Protection Program

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

ACTION: Announcement of discretionary cooperative agreement to support the National Occupant Protection Program.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces the availability of a discretionary cooperative agreement to support the Secretary of Transportation's goals of increasing safety belt use to 75 percent by the year 1997. This notice solicits applications from national, non-profit professional organizations which have in-depth knowledge of transportation issues facing rural Americans. The organization must be interested in developing and implementing campaign strategies designed to increase safety belt use by rural populations, must have state and local affiliates, and must be able to reach a large number of rural communities across the United States. The purpose and result of this agreement will be to increase occupant safety restraint usage rates in selected rural areas. This agreement is scheduled for a period of eighteen (18) months.

DATES: Applications must be received at the office designated below on or before August 14, 1996.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD–30), Attn: Doris E. Medley, 400 7th Street, SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement No. DTNH22–96–H–05191.

FOR FURTHER INFORMATION CONTACT: Questions related to this cooperative agreement should be directed to Ms. JoAnn Murianka, National Organizations Division, NHTSA, Room 5118 (NTS–11), 400 7th St., SW., Washington, DC 20590. (202) 366–5198. General administrative questions may be directed to Ms. Doris E. Medley,

Office of Contracts and Procurement, at (202) 366–9560. Interested applicants are advised that no separate solicitation exists beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:

Background

Motor vehicle travel is the primary means of transportation in the United States, especially in rural America; providing an unprecedented degree of mobility. Yet for all its advantages, deaths and injuries resulting from motor vehicle crashes is the leading cause of death for persons every age from 6 to 28 years old. In 1994, 40,676 people lost their lives in motor vehicle crashes and another 3.2 million people were injured. 1994 FARS data also indicates that 58 percent, of the nation's 40,676 traffic related fatalities occurred in rural areas. Many of the deaths and injuries that occur on our roads are not unavoidable. Instead, the consequences of these crashes are the result of failing to take proper precautions such as wearing safety belts and bicycle helmets, and exhibiting unsafe driving behaviors such as speeding and impaired driving.

When they are worn, safety belts can reduce the chance of death or serious injury by nearly 50 percent. The National Center for Statistics and Analysis estimates that in 1994, an estimated 9,175 lives were saved and 211,000 moderate-to-critical injuries were prevented by the use of seat belts. If all front-seat occupants wore safety belts, an additional 9,529 lives could have been saved. The Crash Outcome Data Evaluation System (CODES) study results reveal that safety belts are highly effective in reducing morbidity and mortality. They also indicate that safety belts cause a downward shift in the severity of injuries. The study results showed that the average inpatient charge for unbelted passenger vehicle drivers admitted to an inpatient facility as a result of a crash injury was more than 55 percent greater than the average charge for those that were belted, $13,937 and $9,004, respectively. If, in the CODES states, (Hawaii, Maine, Missouri, New York, Pennsylvania, Utah, and Wisconsin) all unbelted passenger vehicle drivers had been wearing safety belts, it is estimated that inpatient charges would have been reduced by approximately $68 million and actual inpatient costs reduced by $47 million.

The enactment of seat belt use policies and laws coupled with education and enforcement programs can achieve high use rate levels and significantly reduce fatalities, injuries and associated costs. Project emphasis will be placed on actively supporting the traffic safety efforts of the law enforcement community, promoting injury promotion and enhancing capacity-building among the rural community to work with media to publicize Campaign Safe & Sober activities.

It is imperative that programs like Special Traffic Enforcement Programs (STEPS) be initiated which can increase public awareness of a specific traffic safety problem, such as non-use of safety restraints and/or impaired driving. STEP programs create a general perception within the community that there is an increased risk of being stopped for the targeted traffic violation. This general perception can help deter unsafe driving behaviors throughout the community.

Components of a STEP effort include: periods of intensified enforcement consisting of checkpoints, saturation patrols and other enforcement tactics to increase both the perceived and actual risk of arrest; a statewide or local media campaign to inform the public about the risks and costs of traffic crashes and the need for traffic laws and enforcement; local media events conducted immediately before and after increased enforcement efforts; community information for tracking progress and providing feedback, i.e., safety belt use rates, activity data, number of checkpoints, number of citations issued, number of lives saved and injuries prevented, etc. This information serves to keep the community informed of the added benefits of the STEP.

NHTSA is encouraging all states to utilize STEP programs to increase statewide safety belt use. Many states have already implemented STEPS, including North Carolina with their ''Click It or Ticket Program'' and 21 other states that have participated in NHTSA state law enforcement demonstration programs: Arizona, Florida, Illinois, Indiana, Iowa, Kentucky, Maryland, Minnesota, Mississippi, Nevada, New Jersey, New Mexico, Oregon, South Carolina, Tennessee, Texas, Utah, Vermont, Virginia, Washington, and Wisconsin.

Community support is essential for effective implementation of STEP programs. Before conducting a high visibility enforcement campaign, enforcement personnel need to be assured that community members and leaders endorse this type of activity. Experience has shown that law enforcement personnel are more likely to adopt and fully implement intensified enforcement programs if they have received encouragement from community spokes people and other local opinion leaders, such as political officials, health or medical representatives and the news media.

The primary objective of this cooperative agreement is to provide law enforcement agencies that serve rural areas with support and encouragement from local community groups in the form of personal contacts, letters, phone calls, public recognition, and other appropriate activities. This type of activity is needed in rural areas across the country. However, priority will be given to efforts directed at areas which already have STEP programs in place, such as the above 21 states, plus North Carolina with experience in the NHTSA law enforcement demonstration program.

Objectives

Under this cooperative agreement, the concepts of injury control, will be advanced through the promotion of safe traffic safety behaviors. Specific objectives for this cooperative agreement program are:

1. To educate rural residents concerning the need for strong occupant protection laws and aggressive law enforcement.
2. To encourage local law enforcement officials to implement aggressive, highly visible enforcement programs (STEPs).
3. To encourage local units of state police, or other patrol agencies to partner with other public service groups, EMS, local health department, etc., to participate in highly visible enforcement efforts.
4. To evaluate the effects of grassroots and community advocacy on the implementation of safety belt law enforcement programs in rural areas.
5. To increase safety belt use by rural populations and to decrease the number of fatal and serious injury crashes occurring in rural areas.

NHTSA Involvement

The NHTSA Office of Occupant Protection (OOP) will be involved in all activities undertaken as part of this cooperative agreement program and will:

1. Provide a Contracting Officer's Technical Representative (COTR) to participate in the planning and management of the cooperative agreement and to coordinate activities between the organization and OOP;
2. The COTR will work closely with the organization in review and approval of work plan, and review and approval of materials developed for PI&E;
3. Make available information and technical assistance from government

sources, including copies of any previously conducted NHTSA studies. Additional assistance shall be within resources available; and

4. Provide liaison with other government and private agencies as appropriate.

Period of Support

The proposed effort described in this announcement will be supported through the award of a single cooperative agreement. This cooperative agreement will be awarded for a project period of eighteen months, including submission of the final report. The total anticipated funding level is $75,000. The application for Federal Assistance should address what is proposed and can be accomplished within the time and funding constraints.

Eligibility Requirements

In order to be eligible to participate in this cooperative agreement, an organization must meet the following requirements:

1. Be a private, national, non-profit, rural-affiliated organization;

2. Have an established membership structure with state/local chapters or affiliates in a broad geographic region of the country;

3. Have a membership which includes, or which works in collaboration with health care officials;

4. Have in place a schedule of annual regional/state conferences or conventions and a variety of communication mechanisms that are appropriate for motivating members and other constituents to become involved in the promotion of occupant protection at state and local levels;

5. Demonstrate an understanding of the current and potential role affiliates can play in occupant protection efforts at the state and local levels; and,

6. Demonstrate top level support within the organization for the project, where appropriate, demonstrate similar support from the membership or local affiliates.

Application Procedures

Applicants must submit one original and two copies of their application package to NHTSA, Office of Contracts and Procurement (NAD–30), Attn: Doris E. Medley, 400 7th Street, S.W., Room 5301, Washington, DC 20590. Application must include a reference to NHTSA Cooperative Agreement No. DTNH22–96–H–05191. Only complete application packages received on or before August 14, 1996 shall be considered. Submission of three additional copies will expedite processing, but is not required.

1. The application package must be submitted with a Standard Form 424 (Rev. 4–88, including 424A and 424B), Application for Federal Assistance, with the required information filled in and certified assurances signed. While the Form 424A deals with budget information and section B identifies budget categories, the available space does not permit a level of detail which is sufficient to provide for a meaningful evaluation of the proposed total costs. A supplemental sheet shall be provided which presents a detailed breakdown of the proposed costs. The budget shall identify any cost-sharing contribution proposed by the applicant, as well as any additional financial commitments made by other sources. In preparing their cost proposals, applicants shall assume that the award will be made by September 30, 1996 and should prepare their applications accordingly.

2. Applicants shall include a project narrative statement which addresses the following:

(a) Identifies the objectives, goals, and anticipated outcomes of the proposed research effort and the approach or methods that will be used to achieve these ends, and discusses the specific issues previously mentioned in this Notice, i.e., to increase safety belt use by rural populations and to decrease the number of fatal and serious injury crashes occurring in rural areas.

(b) identifies the proposed plan for conducting the activities of the effort, including a schedule of milestones and their target dates, and for assessing the project accomplishments. It shall also include a plan for the effective dissemination of the results;

(c) Identifies the types and sources of data that will be used in this effort, including approaches to ensure comparability of data and the arrangements made or agreements entered into to ensure access to needed data. Prior to submitting any such data to NHTSA, the recipient will be required to purge any information from which the personal identity of individuals may be determined;

(d) Identifies the proposed program director and other key personnel identified for participation in the proposed effort, including description of their qualifications and their respective organizational responsibilities; and

(e) Describe the applicant's previous experience or on-going program that is related to his proposed effort.

Evaluation Criteria and Review Process

Proposals will be evaluated based upon the following factors which are not necessarily listed in order of importance:

1. What the organization proposes to accomplish and the potential of the proposed project to make a significant contribution to national efforts to increase the correct use of occupant restraints in rural areas.

2. The extent to which the project addresses foreseeable barriers to gaining widespread adoption of occupant protection and law enforcement activities by the selected rural population.

3. The overall experience, capability and commitment of the organization to facilitate involvement of its membership in the promotion of occupant protection and law enforcement in rural areas.

4. The soundness and feasibility of the proposed approach or work plan, including the evaluation to assess program outcomes.

5. How the organization will provide the administrative capability and staff expertise necessary to complete the proposed project.

6. The proposed coordination with and use of other available resources, including collaboration with state highway safety offices and other existing or planned state and community occupant protection programs.

7. How the organization plans to continue occupant protection and law enforcement educational activities.

Initially, all applications will be reviewed to confirm that the applicant is an eligible recipient and to assure that the application contains all of the information required by the Application Contents section of this notice. Each complete application from an eligible recipient will then be evaluated by a Technical Evaluation Committee using the criteria outlined above.

Terms and Conditions of the Award

1. Federal funds should be viewed as seed money to assist organizations in the development of traffic safety initiatives. Monies allocated in this cooperative agreement are not intended to cover all of the costs that will be incurred in completing this project. Applicants should demonstrate a commitment of financial and in-kind resources to the support of this project. The organization participating in this cooperative agreement program may use awarded funds to support salaries of individuals assigned to the project, the development or purchase of direct program materials, direct program-related activities, or for travel related to the cooperative agreement.

2. Prior to award, the recipient must comply with the certification requirements of 49 CFR Part 29, Department of Transportation

Government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug-Free Workplace (Grantees or Other Individuals). During the effective period of the cooperative agreement award as a result of this notice, the agreement shall be subject to the general administrative requirements of 49 CFR Part 19, Department of Transportation Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Non-Profit Organizations; the cost principals of OMB Circular A–21, or A–122, or FAR 31.2 as applicable to the recipient, and the NHTSA General Provisions for Assistance Agreements.

3. Reports and Deliverables/Milestones. The recipient shall submit a work plan within one week after award; quarterly progress reports by the 15th day subsequent to quarter, draft final report and plan for self-sustenance within 16 months after award, and plan for self-sustenance and the final report within 18 months after award. An original and two copies of each report shall be submitted to the Contracting Officer Technical Representative. One copy of each report to be submitted to the Contracting Officer. Milestones include the development of campaign strategies and materials within two months after award; dissemination of materials and the conduct of training within four months after award, and the development of a plan for self-sustenance within 10 months after award.

4. *Specific Tasks.* The recipient shall: (1) Meet with the COTR within one week after the award of the cooperative agreement to review details of the recipient's proposed work plan and schedule for this project; (2) Work with NHTSA and finalize the work plan to reach the largest area with greatest effect. The plan shall include an evaluation component and shall acknowledge the need to build sustainable community programs; (3) Develop materials needed to reach local constituents, educate them on traffic safety and occupant protection issues, and train them to conduct effective community outreach—using existing materials as much as possible; (4) Disseminate materials along with training, etc., as necessary to implement plan; and (5) Collect evaluation data.

It is imperative that the recipient make provisions in the organization to continue the implementation of the program developed for at least 3 years after the completion of this cooperative agreement. Emphasis should be placed on making this an on-going program into existing activities.

Issued on: June 21, 1996.

James H. Hedlund,

Associate Administrator for Traffic Safety Program.

[FR Doc. 96–16484 Filed 6–26–96; 8:45 am]

BILLING CODE 4910–59–M

[Docket No. 96–028; Notice 2]

Decision that Nonconforming 1988 Nissan 240SX Passenger Cars are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1988 Nissan 240SX passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1988 Nissan 240SX passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1988 Nissan 240SX), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective as of June 27, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. § 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Pierre Enterprises Southeast, Inc. of Fort Pierce, Florida (Registered Importer 96–098) petitioned NHTSA to decide whether 1988 Nissan 240SX passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 5, 1996 (61 FR 15332) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS–7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP–162 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1988 Nissan 240SX not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1988 Nissan 240SX originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: June 21, 1996.

Marilynne Jacobs

Director, Office of Vehicle Safety Compliance

[FR Doc. 96–16383 Filed 6–26–96; 8:45 am]

BILLING CODE 4910–59–P