

Date Filed: 6/18/97

Parties: Members of the International Air Transport Association

Subject:

PTC31 S/CIRC 0021 dated June 6, 1997

South Pacific Resolutions r1-29

Corrections—PTC31 S/CIRC 0023

dated June 10, 1997, PTC31 S/CIRC

0024 dated June 13, 1997

Minutes—PTC31 S/CIRC 0025 dated June 17, 1997

Tables—PTC31 S/CIRC Fares 0008

dated, June 13, 1997

Intended effective date: October 1, 1997

Docket Number: OST-97-2642

Date Filed: 6/20/97

Parties: Members of the International Air Transport Association

Subject:

COMP Mail Vote 876

Special Amending Reso EC Member States

r-1-010cc r-2-002 r-3-002ww

Intended effective date: July 1, 1997

Paulette V. Twine,

Chief, Documentary Services.

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DEPARTMENT OF TRANSPORTATION

Notice of Application for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending June 20, 1997

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-97-2626.

Date Filed: June 17, 1997.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 15, 1997.

Description: Application of United Parcel Service Co., pursuant to 49 U.S.C. 41102 and subpart Q of the regulations, requests an amendment to its certificate of public convenience and necessity for Route 569 authorizing it to engage in scheduled foreign air transportation of

cargo (property and mail) between the United States and Mexico so as to add the following new segment: Between the terminal point Houston, Texas, and the terminal points Guadalajara, Mexico: and Between the terminal point San Antonio, Texas, and the terminal point Mexico City, Mexico.

Docket Number: OST-97-2628.

Date Filed: June 18, 1997.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 16, 1997.

Description: Joint Application of Air UK (Leisure) Limited and Leisure International Airways Limited, pursuant to 49 U.S.C. 41303 and subpart Q of the regulations, request the transfer of Old Leisure's foreign air carrier permit to New Leisure authorizing it to engage in the charter foreign air transportation of persons and property between a point or points in the United Kingdom and a point or points in the United States.

Docket Number: OST-97-2634.

Date Filed: June 18, 1997.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 16, 1997.

Description: Application of Icelandair (Flugleidir Hf.), pursuant to 49 U.S.C. 41302 and subpart Q of the regulations, requests the Department to amend its foreign air carrier permit to authorize the carrier to engage in scheduled foreign air transportation of persons, property and mail from points behind Iceland, via Iceland and intermediate points, to a point or points in the United States and beyond; to engage in charter air transportation between any point or points in Iceland and any point or points in the United States; to engage in charter air transportation between any point or points in the United States and any point or points in a third country or countries as part of a continuous operation that includes service to Iceland; and to engage in other charter air transportation in accordance with the Departments' regulations contained in 14 CFR part 212.

Paulette V. Twine,

Chief, Documentary Services.

[FR Doc. 97-17214 Filed 6-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Petition for Rulemaking

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. 30142 and 49 CFR part 552 to initiate rulemaking to amend the Federal Bumper Standard at 49 CFR part 581.

The Coalition of Small Volume Automobile Manufacturers, Inc. (COSVAM), which describes itself as a non-profit association comprised of small volume motor vehicle manufacturers (producing less than 5,000 vehicles per year), petitioned NHTSA to amend the Federal Bumper Standard. The amendment sought by COSVAM would provide an exemption from the standard's requirements if compliance with those requirements would cause a manufacturer substantial economic hardship.

As conceived by COSVAM, the exemption would only be available to manufacturers who did not manufacture in, and/or import into, the United States in the previous calendar year more than 10,000 vehicles. COSVAM contended that NHTSA's requirements impose a proportionately greater burden on small volume manufacturers due to their limited resources and low production. Additionally, COSVAM contended that small volume manufacturers have more limited access to technology than their larger counterparts, and must sustain enormous costs for research and development and other expenses allocated on a "per vehicle" basis, given the small number of vehicles over which these costs must be spread.

COSVAM noted that 49 U.S.C. 30113 authorizes NHTSA to exempt motor vehicles from compliance with a Federal motor vehicle safety standard based, in part, on a finding that "compliance with the standard would cause substantial economic hardship to a manufacturer * * *." 49 U.S.C. 30113(b)(3)(B)(i). The organization noted that comparable language is not found in 49 U.S.C. 32502, the statute that mandated the issuance of the Federal Bumper Standard. That section instead provides that an exemption from the standard may be granted, for good cause, to "(1) a multipurpose passenger vehicle; or (2) a make, model, or class of a passenger motor vehicle manufactured for a special use, if the standard would interfere unreasonably with the special use of the vehicle." 49 U.S.C. 32502(c) (1) and (2).

COSVAM contended that the vehicles produced by its members are manufactured for a special use, specifically for "unusual, collector niche, or special purposes." The organization described these vehicles as typically being used as "week-end cars," as opposed to being given everyday use. COSVAM further