

12. Private operator's plans (if known) for development of general aviation.

B. The private operator's acceptance of the grant assurances contained in the public sponsor's grant agreements with the FAA. Assurance 25 need not be addressed. In addition, either (1) the applicants' agreement that the grant assurances and the assurances required for granting an exemption under section 47134 create third-party beneficiary rights enforceable by the FAA in an administrative or judicial legal proceeding, or (2) a proposed tripartite agreement among the FAA, the private operator and the public sponsor granting to the FAA the right to enforce directly against the private operator the grant assurances and the assurances required for granting an exemption under section 47134.

C. Provide a description of the parties' efforts to consult with airport users about the proposed transaction and of the parties' community outreach efforts.

#### Part VIII. Periodic Audits

Section 47134(k) provides that the FAA may conduct periodic audits of the financial records and operations of an airport receiving an exemption under the pilot program. Applicants should indicate their express assent to this provision in the application.

Issued in Washington, DC, on September 9, 1997.

**Susan L. Kurland,**

*Associate Administrator for Airports.*

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#### DEPARTMENT OF TRANSPORTATION

##### National Highway Traffic Safety Administration

##### Research and Development Programs Meeting Agenda

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** This notice provides the agenda for a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will describe and discuss specific research and development projects.

**DATES AND TIMES:** As previously announced, NHTSA will hold a public meeting devoted primarily to presentations of specific research and development projects on September 17, 1997, beginning at 1:30 p.m. and ending at approximately 5:00 p.m.

**ADDRESSES:** The meeting will be held at the Tysons Westpark Hotel, 8401 Westpark Drive, McLean, Virginia.

**SUPPLEMENTARY INFORMATION:** This notice provides the agenda for the eighteenth in a series of public meetings to provide detailed information about NHTSA's research and development programs. This meeting will be held on September 17, 1997. The meeting was announced on August 8, 1997 (62 FR 42852). For additional information about the meeting consult that announcement.

Starting at 1:30 p.m. and concluding by 5:00 p.m., NHTSA's Office of Research and Development will discuss the following topics:

Summary of Research Activity on 5th-Percentile, 3-Year-Old, and 6-Year-Old Dummies,

Status of Research on Restraint Systems for Rollover Protection,

Improved Frontal Crash Protection—Update on National Automotive Sampling System (NASS) Analysis,

Vehicle Aggressivity and Fleet Compatibility, and

Special Crash Investigations Studies of Air Bag Cases.

NHTSA has based its decisions about the agenda, in part, on the suggestions it received by August 21, 1997, in response to the announcement published August 8, 1997.

As announced on August 8, 1997, in the time remaining at the conclusion of the presentations, NHTSA will provide answers to questions on its research and development programs, where those questions have been submitted in writing by September 3, 1997, to Raymond P. Owings, Ph.D., Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590. Fax number: 202-366-5930.

**FOR FURTHER INFORMATION CONTACT:** Rita I. Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, S.W., Washington, DC 20590. Telephone: 202-366-4862. Fax number: 202-366-5930.

Issued: September 11, 1997.

**Raymond P. Owings,**

*Associate Administrator for Research and Development.*

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#### DEPARTMENT OF TRANSPORTATION

##### National Highway Traffic Safety Administration

[Docket No. 97-058; Notice 1]

##### General Motors; Receipt of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) of Warren, Michigan, has determined that some of its 1997 model Chevrolet Corvettes fail to meet the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 124, "Accelerator Control Systems," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defects and Noncompliance Reports." GM has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

In FMVSS No. 124, Paragraph S5.2 requires the throttle to return to idle position within the time limits specified in S5.3, whenever any component of the accelerator control system is disconnected or severed at a single point. S5.3 requires return to idle within 3 seconds for any vehicle exposed to temperatures of 0 degrees to -40 degrees F (-18 degrees to -40 degrees C).

During the 1997 model year, GM produced 9,500 Chevrolet Corvettes which may not comply with FMVSS No. 124. The vehicles' accelerator pedal module assembly may not return to idle condition within the required time.

GM supports its application for inconsequential noncompliance with the following:

The Chevrolet Corvette employs an electronic throttle control which adjusts the throttle position based on input from the accelerator pedal position. The accelerator pedal is equipped with three springs, any two of which are capable of returning the pedal to rest position. Once this occurs, the throttle returns to idle position approximately 0.2 seconds later. A test run in early May, however, raised a question about the ability of the pedal assembly to return at low temperatures.

GM believes that the failure of the pedal assembly to meet the throttle closing time requirements of FMVSS No. 124 at extremely low temperatures