

1995-96 RAW SUGAR TRQ ALLOCATION—Continued

Country ^{1 2}	Current FY 1996 allocation	New ad- ditional allocation	FY 1996 allocation
El Salvador	51,843	6,122	57,966
Fiji	17,946	2,119	20,065
Gabon	7,258	0	7,258
Guatemala	95,711	11,303	107,014
Guyana	23,928	2,826	26,753
Haiti	7,258	0	7,258
Honduras	19,940	2,355	22,295
India	15,952	0	15,952
Jamaica	21,934	2,590	24,524
Madagascar	7,258	0	7,258
Malawi	19,940	2,355	22,295
Mauritius	23,928	2,826	26,753
Mexico	7,258	0	7,258
Mozambique	25,922	3,061	28,983
Nicaragua	41,873	4,945	46,818
Panama	57,825	0	57,825
Papua New Guinea	7,258	0	7,258
Paraguay	7,258	0	7,258
Peru	81,753	9,654	91,407
Philippines	237,422	0	237,422
South Africa	45,861	5,416	51,277
St. Kitts & Nevis	7,258	0	7,258
Swaziland	31,904	3,768	35,671
Taiwan	23,928	2,826	26,753
Thailand	27,916	3,297	31,212
Trinidad-Tobago	13,958	1,648	15,606
Uruguay	7,258	0	7,258
Zimbabwe	23,928	2,826	26,753
	2,017,195	150,000	2,167,195

¹ Additional increases in the TRQ were not allocated to Barbados, the Dominican Republic, India, Panama and the Philippines at this time because market conditions indicate they are unable to supply additional sugar.

² The additional allocation amount is zero for the ten minimum quota-holding countries including: Congo, Cote D'Ivoire, Gabon, Haiti, Madagascar, Mexico, Papua New Guinea, Paraguay, St. Kitts & Nevis, and Uruguay. The previously announced minimum allocation for these countries exceeds the base import quota plus any additional increases in the tariff-rate quota.

Conversion factor: 1 metric ton=1.10231125 short tons.

Charlene Barshefsky,
Acting United States Trade Representative.
[FR Doc. 96-16759 Filed 7-1-96; 8:45 am]
BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending December 30, 1994

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-96-1190.

Date filed: December 28, 1994.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: January 26, 1995.

Description: Application of Challengair, S.A., pursuant to 49 U.S.C. Section 40109, applies for a foreign air carrier permit, to perform charter foreign air transportation of persons, property and/or mail between a point or points in the Kingdom of Belgium and a point or points in the United States, commencing upon approval of this Application or upon the granting of exemption authority—for which Challengair also files.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-16804 Filed 7-1-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: This notice lists those forms, reports, and recordkeeping requirements imposed upon the public which were transmitted by the Department of Transportation to the Office of Management and Budget (OMB) for its approval in accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35).

DATES: Interested persons are invited to submit comments on or before July 29, 1996.

ADDRESSES: Written comments on the DOT information collection requests should be forwarded, as quickly as possible, to the Office of Management and Budget, New Executive Office

Building, Room 10202, Attention DOT/FAA Desk Officer, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Judith Street, ABC-100; Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591; Telephone number (202) 267-9895.

SUPPLEMENTARY INFORMATION: Section 3507 of Title 44 of the United States Code, as adopted by the Paperwork Reduction Act of 1995, requires that agencies prepare a notice for publication in the Federal Register, listing information collection requests submitted to OMB for approval or renewal under that Act. OMB reviews and approves agency submissions in accordance with criteria set forth in that Act. In carrying out its responsibilities, OMB also considers public comments on the proposed forms and the reporting and recordkeeping requirements. OMB approval of an information collection requirement must be renewed at least once every three years.

Title: Certification and Operations: Air Carriers and Commercial Operators of Large Aircraft-FAR 121.

OMB Control Number: 2120-0008.

Abstract: Each operation which seeks to obtain, or is in possession of, an air carrier operating certificate must comply with the requirements of FAR 121 in order to maintain data which is used to determine if the air carrier is operating in accordance with minimum standards.

Need: Title 49, United States Code, Section 44701, prescribes the requirements governing air carrier operations. Air carriers are respondents and the information collected is used to determine operators compliance and applicant eligibility.

Respondents: The respondents are an estimated 140 air carriers and commercial operators certificated under FAR 121.

Frequency: Annually.

Burden: The estimated total burden is 3.3 million hours.

Title: Aviator Safety Studies.

OMB Control Number: 2120-0587.

Abstract: In order to conduct effective research on the contribution of pilots to aircraft accidents, data are required on the normative distribution of various pilot attributes and their association with accident

Need: In order to develop effective intervention programs to improve safety, data are required on the type and range of various pilot attributes related to their skill in making safety-related aeronautical decisions. The information collected will be used to develop new

training methods particularly suited to general aviation pilots.

Respondents: The respondents are an estimated 4,000 certified pilots.

Frequency: On occasion.

Burden: The estimated total burden is 8,000 hours.

Issued in Washington, DC, on June 27, 1996.

Phillip A. Leach,

Information Clearance Officer, United States Department of Transportation.

[FR Doc. 96-16864 Filed 7-1-96; 8:45 am]

BILLING CODE 4910-13-P

National Highway Traffic Safety Administration

Petition for Modification of a Previously Approved Antitheft Device; Porsche

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

ACTION: Grant of petition for modification of a previously approved antitheft device.

SUMMARY: On June 2, 1989, this agency granted Porsche Cars of North America, Inc.'s (Porsche) petition for exemption from the parts-marking requirements of the vehicle theft prevention standard for the 911 and 928 car lines. On September 9, 1994, the agency determined that the proposed changes made on the 911 antitheft device for model year (MY) 1995 were *de minimis* changes and did not require Porsche to submit a petition to modify its exemption pursuant to 49 CFR 543.9(c)(2). This notice grants Porsche's petition for a new modification to its previously approved antitheft device for the 911 car line beginning with the 1998 model year. The agency grants this petition because it has determined, based on substantial evidence, that the modified antitheft device described in Porsche's petition to be placed on the car line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-1740. Her fax number is (202) 493-2739.

SUPPLEMENTARY INFORMATION: In its MY 1989 petition, Porsche included a detailed description and diagrams of the identity, design, and location of the components of the antitheft device for the MY 1990 Porsche 911 and 928 car

lines. The antitheft device consisted of a central-locking system, a starter-interrupt feature and an audible and visible alarm system. The device was activated by locking either the driver or passenger door with the ignition key. When the ignition key was used to lock either the driver or passenger door, the remaining door was automatically locked. When all the doors were locked, the vehicle's alarm system automatically armed to monitor the protected areas of the vehicle. The alarm monitored the doors, front hood, rear trunk (911) or hatch (928), radio and ignition switch. If any of the protected areas were violated, the alarm horn would sound, and the fog and brake lights would flash. In its petition, Porsche stated that the car would not start as long as the alarm remained armed. Disarming the device was accomplished by unlocking either the driver or passenger door with the ignition key. The agency determined that the antitheft device Porsche intended to install on the MY 1990 911 and 928 car lines as standard equipment was likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements.

In its MY 1995 request for modification, Porsche included a detailed description of the identity, design and location of the components of the antitheft device, including diagrams of components and their location in the vehicle. Porsche stated that the MY 1995 device added a remote control, automatic activation and expanded anti-start features to the MY 1990 device. Porsche also described the antitheft device installed as standard equipment as passively activated. By letter dated September 9, 1994, the agency determined that the proposed changes made on the MY 1995 911 antitheft device were *de minimis* changes and did not require Porsche Cars North America, Inc. (Porsche) to submit a petition to modify its exemption. The agency determined that the antitheft device, which Porsche intended to install on the 911 car line as standard equipment, would be likely to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements of the Theft Prevention Standard.

By letter dated February 21, 1996, Porsche submitted its petition for a second modification to its previously approved antitheft device. Porsche's submittal is a complete petition, as required by 49 CFR 543.9(d), in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.