

Reports Clearance Officer, 6401 Security Blvd., 1-A-21 Operations Bldg., Baltimore, MD 21235.

Dated: November 12, 1996.

Judith T. Hasche,

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 96-29548 Filed 11-19-96; 8:45 am]

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## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

### Notice of Meeting of the Industry Functional Advisory Committee for Standards (IFAC 2)

**AGENCY:** Office of the United States Trade Representative

**ACTION:** Notice of meeting.

**SUMMARY:** The Industry Functional Advisory Committee for Standards (IFAC 2) will hold a meeting on December 3, 1996, from 9:30 a.m. to 12:30 p.m. The meeting will be open to the public from 9:30 a.m. to 10:20 a.m. and closed to the public from 10:20 a.m. to 12:30 p.m.

**DATES:** The meeting is scheduled for December 3, 1996, unless otherwise notified.

**ADDRESSES:** The meeting will be held at the Department of Commerce in Room 1414, located at 14th Street and Constitution Avenue, Washington, D.C., unless otherwise notified.

**FOR FURTHER INFORMATION CONTACT:**

Jim Sanford, Department of Commerce, 14th St. and Constitution Ave., N.W., Washington, D.C. 20230, (202) 482-3682 or Suzanna Kang, Office of the United States Trade Representative, 600 17th St. N.W., Washington, D.C. 20508, (202) 395-6120.

**SUPPLEMENTARY INFORMATION:** The IFAC 2 will hold a meeting on December 3, 1996 from 9:30 a.m. to 12:30 p.m. The meeting will include a review and discussion of current issues which influence U.S. trade policy. Pursuant to Section 2155(f)(2) of Title 19 of the United States Code and Executive Order 11846 of March 27, 1975, the Office of the U.S. Trade Representative has determined that part of this meeting will be concerned with matters the disclosure of which would seriously compromise the development by the United States Government of trade policy, priorities, negotiating objectives or bargaining positions with respect to the operation of any trade agreement and other matters arising in connection with the development, implementation and administration of the trade policy of the United States. During the discussion

of such matters, the meeting will be closed to the public from 10:20 a.m. to 12:30 p.m. The meeting will be open to the public and press from 9:30 a.m. to 10:20 a.m. when other trade policy issues will be discussed. Attendance during this part of the meeting is for observation only. Individuals who are not members of the committee will not be invited to comment.

Phyllis Shearer Jones,

*Assistant United States Trade Representative, Intergovernmental Affairs and Public Liaison.*

[FR Doc. 96-29645 Filed 11-19-96; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

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

**AGENCY:** Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for approval of a two information collections requesting reinstatement, with change, of a previously approved collection for which approval has expired and one information collection requesting reinstatement, without change, of a previously approved collection for which approval has expired. The ICRs describes the nature of the information collection and its expected burden.

The Federal Register Notice soliciting comments on following collections of information was published on July 12, 1996 [FR 61, page 36777-36778].

**DATES:** Comments must be submitted on or before December 20, 1996.

**FOR FURTHER INFORMATION CONTACT:** Edward Kosek, (202) 366-2590, and refer to the OMB Control Number.

**SUPPLEMENTARY INFORMATION:**

National Highway Traffic Safety Administration (NHTSA)

*1. Title: Motor Vehicle Importation*

*Type of Request:* Reinstatement, with change, of a previously approved collection for which approval has expired.

*OMB Control Number:* 2127-0002.

*Form Numbers:* Form HS-7 and Form HS-474.

*Affected Public:* Registered Importers of vehicles or parties with contracts with Registered Importers.

*Abstract:* A motor vehicle which does not conform to applicable Federal Motor Vehicle Safety Standards (FMVSSs) is statutorily required to be refused admission into the United States, except under certain circumstances. (49 U.S.C. 30141 et seq.) NHTSA may authorize importation of nonconforming vehicles upon specified terms and conditions (include the furnishing of bond) to ensure that any such vehicle will be brought into conformity with all applicable FMVSSs or will be exported out of or abandoned to the United States at no cost.

Before importing a nonconforming vehicle, a Registered Importer must fill out Form HS-7 Declaration and Form HS-474 Bond Conformance that requires posting bond to ensure the vehicle will be brought into conformance with all applicable FMVSSs.

*Need for the Information and Proposed Use:* If NHTSA could not collect the information needed for the import program, it could not fulfill its statutory obligation to monitor importation of nonconforming motor vehicles and motor vehicle equipment into the United States. NHTSA has used and uses the information to monitor noncomplying vehicles presented for importation into the United States, to ascertain whether the vehicles are actually brought into conformance with the FMVSSs, and to determine the validity of the statements under which the vehicles were entered into the United States.

*Annual Estimated Burden:* The total estimated annual burden is 16,600 hours.

*2. Title: Child Restraint Systems.*

*Type of Request:* Reinstatement, with change, of a previously approved collection for which approval has expired.

*OMB Control Number:* 2127-0511.

*Form Number:* N/A.

*Affected Public:* NHTSA estimates that 15 manufacturers of child safety seats and restraints offer their products for sale in the United States.

*Abstract:* NHTSA has issued Federal Motor Vehicle Safety Standard No. 213, Child Restraint Systems, which specifies requirements for restraint systems used to protect infants and young children in motor vehicle and aircraft accidents. Standard No. 213 requires that manufacturers provide labels and other printed information to ensure correct use of the restraint systems. Manufacturers of child restraint systems must also provide

registration cards for completion and return by purchasers of child restraints, and keep names and addresses of child restraint system owners. These actions are necessary to facilitate contacting the owners in the event of a safety recall campaign.

**Need for the Information and Proposed Use:** NHTSA requires labeling information to ensure that child seat owners have important safety information. The information currently provided on or with the restraint includes instructions on correct use of the restraint, and recommendations as to which children are suitable for the restraint. Without this information, the effectiveness of child restraints could be greatly diminished.

The child restraint registration information enables manufacturers to directly contact child restraint owners to notify them of safety recalls. This better ensures that owners will hear about a recall and will remedy the safety problem with their restraints.

**Annual Estimated Burden:** The total estimated annual burden is 153,000 hours.

**3. Title:** Production System for Mandatory Installation of Air Bags In All Passenger Cars and Light Trucks.

**Type of Request:** Reinstatement, without change, of a previously approved collection for which approval has expired.

**OMB Control Number:** 2127-0535.

**Form Number:** N/A.

**Affected Public:** NHTSA anticipates that no more than 23 vehicle manufacturers will be affected by the reporting requirements. NHTSA does not believe any of these 23 manufacturers is a small business (i.e., one that employs less than 500 persons) since each manufacturer employs more than 500 persons. Manufacturers of passenger cars must file one report. Similarly, manufacturers of light trucks, small buses, and multipurpose passenger vehicles must file one report.

**Abstract:** NHTSA must ensure that motor vehicle manufacturers comply with a new provision in the 1991 Intermodal Surface Transportation Efficiency Act requiring that 95 percent of all new passenger cars manufactured on or after September 1, 1996 but before September 1, 1997 shall be equipped with inflatable restraints accompanied by lap/shoulder safety belts for both front outboard seating positions, and 100 percent thereafter. Similarly, 80 percent of all new light trucks, small buses, and multipurpose passenger vehicles manufactured on or after September 1, 1997 but before September 1, 1998 shall be so equipped, and 100 percent thereafter.

**Need for the information and proposed use:** In order to ensure manufacturers are complying with the 1991 statute, NHTSA needs reports from manufacturers of new passenger cars and new light trucks, small buses, and multipurpose passenger vehicles. For each report, the manufacturer will provide (in addition to administrative necessities such as identity, address) numerical information from which NHTSA will be able to determine whether a manufacturer complies with the percentage phase-in requirements. The required numerical information will include the total number of each vehicle type manufactured during the production year that are equipped with air bags, and the total number of each vehicle type produced.

**Annual Estimated Burden:** The total estimated annual burden is 828 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT Desk Officer.

Comments are Invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on November 14, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-29681 Filed 11-19-96; 8:45 am]

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## Federal Aviation Administration

### Approval of Noise Compatibility Program, Chattanooga Metropolitan (Lovell Field) Airport, Chattanooga, TN

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Chattanooga Metropolitan (Lovell Field) Airport Authority under the provisions of Title I of the Aviation Safety and Noise

Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On March 27, 1996, the FAA determined that the noise exposure maps submitted by the Chattanooga Metropolitan Airport Authority under Part 150 were in compliance with applicable requirements. On September 23, 1996, the Administrator approved the Chattanooga Metropolitan (Lovell Field) Airport noise compatibility program. All of the recommendations of the program were approved in full or in part.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Chattanooga Metropolitan (Lovell Field) Airport noise compatibility program is September 23, 1996.

**FOR FURTHER INFORMATION CONTACT:** Jerry O. Bowers, Federal Aviation Administration, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301; Telephone 901-544-3495.

Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTAL INFORMATION:** This notice announces that the FAA has given its overall approval to the noise compatibility program for Chattanooga Metropolitan (Lovell Field) Airport, effective September 23, 1996.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations: