

certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* \* \* \*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 203 *Impact Protection for the Driver From the Steering Control System*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 211 *Windshield Mounting*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: replacement of the speedometer/odometer with one calibrated in miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) replacement of the headlight and taillight assemblies with conforming parts; (b) installation of turnsignal lens assemblies and sidemarkers.

Standard No. 111 *Rearview Mirrors*: inscription of the required warning statement on the passenger-side rearview mirror.

Standard No. 114 *Theft Protection*: installation of a warning buzzer in the ignition switch.

Standard No. 120 *Tire Selection and Rims for Vehicles other than Passenger Cars*: installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: (a) Installation of a seat belt warning system; (b) installation of lap belts adjustable by means of an emergency locking retractor in the rear side mount seats. The petitioner states that the vehicle is equipped at each front and rear outboard seating position with Type 2 lap and shoulder belts that are adjustable by means of an emergency locking retractor. Additionally, the petitioner states that the vehicle is equipped with a Type 1 lap belt in the rear center designated seating position.

Standard No. 210 *Seat Belt Assembly Anchorages*: installation of seat belt anchorages at the rear side mount seating positions.

Standard No. 216 *Roof Crush Resistance*: installation of an internal

and external roll cage assembly identical to the one found on the vehicle's U.S.-certified counterpart.

Standard No. 301 *Fuel System Integrity*: installation of a rear bumper assembly with supports attached to the frame to provide protection to the fuel tank.

Additionally, the petitioner states that the rear bumper on the non-U.S. certified 1993 Land Rover Defender 110 must be replaced with a component identical to the one found on the vehicle's U.S.-certified counterpart.

The petitioner also states that a vehicle identification number plate must be affixed to the vehicle to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**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: April 9, 1997.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 97-10024 Filed 4-17-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 97-028; Notice 1]

#### Hella K.G., Hueck & Co.; Receipt of Application for Decision of Inconsequential Noncompliance

Hella K.G., Hueck & Co. (Hella) has determined that some of its headlamps designed for Van Hool buses of Belgium fail to conform to the headlamp marking requirements of 49 CFR 571.108, Federal Motor Vehicle Safety Standard (FMVSS) No. 108, Lamps, Reflective Devices and Associated Equipment, and

has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Hella 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 CFR Part 556 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S.7.5(g) of FMVSS No. 108 requires that the lens of each replaceable bulb headlamp shall bear permanent marking in front of each replaceable light source with which it is equipped that states the HB Type, if the light source is designed to conform to specified subparagraphs.

Hella's description of the inconsequential noncompliance follows:

"VAN HOOL buses of Belgium designed a new bus (T9) which is intended to be exported to the U.S.A. HELLA K.G. in Germany designed and manufactured the US-type headlamps but inadvertently exchanged the required bulb designation on the headlamp's lens so that an "HB 3" marking appears in front of the HB 4 reflector area—and vice versa. The total manufacturing of these headlamps has been done in 1996 in advance of a two years need for the intended export of the buses. Today, only a few buses for expositions for vehicle shows has been exported to the U.S.A. About [a] hundred headlamps are still on stock at HELLA, VAN HOOL or HELLA's representative in Belgium."

Hella supports its application for inconsequential noncompliance with the following:

"Federal Motor Vehicle Safety Standard No. 108 (FMVSS 108) requires in Section S.7.5(g) that the relevant light source designation has to be marked on the lens in front of the headlamps reflector area. This is the case but the marking does not appear at the correct location. We [Hella] do not see any violation of highway safety because the bulb and socket system have indexing features that prevent a misuse or wrong insertion into a headlamp where the bulb is not designed to be used for. So, only some kind of irritation may occur whenever a bulb has to [be] replaced. Another important aspect will be that the relevant vehicles are not sold to a random experienced motorist but only to professionals and the service of the bus will also be done by an experienced staff.

"VAN HOOL's representative in the U.S.A.: Distributor, ABC Coach Inc., 7469 West Highway, Winter Garden, FL 32787 USA, will be informed about this case. The total number of buses involved will be 300 within the next two years.

"In November 1996 and December 1996 each two vehicles are already delivered. The next scheduled delivery will be in April 1997 (13 buses).

"Remedy action: A warning label on the back of the headlamp housing near the bulbs indicates the correct bulb type designation to be used. (A retooling or labeling of the lens with the proper markings will cause the headlamp photometry to fail in terms of photometric performance.)"

Interested persons are invited to submit written data, views, and arguments on the application of Van Hool, described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW, Washington, D.C., 20590. It is requested but not required that six copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: May 19, 1997.

(49 U.S.C. 30118 and 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: April 15, 1997.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 97-10123 Filed 4-17-97; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-167 (Sub-No. 1174X)]

#### Consolidated Rail Corporation— Abandonment Exemption—in Crawford County, PA

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of exemption.

**SUMMARY:** The Board, pursuant to 49 U.S.C. 10502, exempts Consolidated Rail Corporation (Conrail) from the prior approval requirements of 49 U.S.C. 10903 to permit Conrail to abandon a 1.25-mile portion of its Meadville Branch, known as the Dad's Dog Food Company Lead, between milepost 0.00± and milepost 1.25±, in Crawford County, PA, subject to standard employee protective conditions.

**DATES:** Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on May 18, 1997. Formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2)

must be filed by April 28, 1997, petitions to stay must be filed by May 5, 1997, requests for a public use condition conforming to 49 CFR 1152.28(a)(2) must be filed by May 8, 1997, and petitions to reopen must be filed by May 13, 1997.

**ADDRESSES:** Send pleadings, referring to STB Docket No. AB-167 (Sub-No. 1174X) to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) John K. Enright, 2001 Market Street—16A, P.O. Box 41416, Philadelphia, PA 19101-1416.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

#### SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC News & Data, Inc., 1925 K Street, N.W., Suite 210, Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

Decided: April 14, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 97-10096 Filed 4-17-97; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Bureau of Transportation Statistics

#### Agency Information Collection; Activity Under OMB Review; Report of Traffic and Capacity Statistics—The T- 100 System

**AGENCY:** Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need and usefulness of collecting market and segment traffic statistics from U.S. and foreign air carriers.

**DATES:** Written comments should be submitted by June 17, 1997.

**ADDRESSES:** Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department

of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

**COMMENTS:** Comments should identify the OMB #2138-0040 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB #2138-0040. The postcard will be date/time stamped and returned to the commenter.

**FOR FURTHER INFORMATION CONTACT:** Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

#### SUPPLEMENTARY INFORMATION:

##### OMB Approval No. 2138-0040

*Title:* Report of Traffic and Capacity Statistics—The T-100 System.

*Form No.:* Schedule T-100 and Schedule T-100(f).

*Type of Review:* Extension of a currently approved collection.

*Respondents:* U.S. certificated and foreign air carriers.

*Number of Respondents:* 90 U.S. certificated air carriers 176 foreign air carriers.

*Number of Responses:* 3192.

*Estimated Time Per Response:* 10 hours per U.S. air carrier 1.5 hours per foreign air carrier.

*Total Annual Burden:* 14,000 hours.

*Needs and Uses:* Air services between the United States and most foreign countries are governed by bilateral aviation agreements. Evaluations of existing bilateral agreements and proposed changes to such agreements are based on a determination of the traffic and revenues between the United States and foreign countries for scheduled passenger and cargo flights as well as charter services. In order to determine conditions of reciprocity and the overall balance of trade, DOT conducts similar analyses for countries with which the United States does not have bilateral aviation agreements. Information used in these analyses includes traffic volume by countries and by city-pairs for passenger and cargo services and the corresponding traffic yields. Data such as passenger and cargo load factors, aircraft seating configurations, cargo capacities, and aircraft unit costs are also used.

#### Air Carrier Safety

The Department is responsible for monitoring the safety levels and continuing fitness of individual air