

Estimated Annual Burden: The total annual burden is 35,369.5 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 OST 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 September 18, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-24476 Filed 9-24-96; 8:45 am]

BILLING CODE 4910-62-P

Application of Vision Air, Inc., for New Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of order to show cause (Order 96-9-29) Dockets OST-96-1185.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order (1) finding Vision Air, Inc., fit, willing, and able, and (2) awarding it a certificate of public convenience and necessity to engage in foreign scheduled air transportation of persons, property, and mail between a point or points in the United States, on the one hand, and London, through Stansted Airport, on the other hand.

DATES: Persons wishing to file objections should do so no later than October 4, 1996.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-96-1185 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Kathy Lusby Cooperstein, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400

Seventh Street, S.W., Washington, D.C. 20590, (202) 366-2337.

Dated: September 19, 1996.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-24575 Filed 9-24-96; 8:45 am]

BILLING CODE 4910-62-P

National Highway Traffic Safety Administration

International Harmonization of Safety Standards; Calendar of Meetings

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of meetings.

SUMMARY: The NHTSA will continue its participation during this year in the international meetings to harmonize the United States and foreign motor vehicle safety standards. These meetings will be conducted by the Working Party on the Construction of Vehicles (WP29) under the Inland Transport Committee of the United Nations' Economic Commission for Europe (ECE), and by the six Meetings of Experts (formerly called Groups of Rapporteurs) of WP29. The NHTSA currently represents the United States in all of the Meetings of Experts except those on Pollution and Noise.

DATES: For a list of scheduled meetings, see the Supplementary Information section of this Notice. Inquiries or comments related to specific meetings are welcome but should be made at least two weeks preceding that meeting.

FOR FURTHER INFORMATION CONTACT: Francis J. Turpin, Office of International Harmonization (NOA-05), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC. 20590 (202-366-2114).

SUPPLEMENTARY INFORMATION: This calendar consists of those ECE meetings currently scheduled. It is published for information and planning purposes and the meeting dates and places are subject to change. In fact, they are subject to confirmation by the Inland Transport Committee at its January 1997 meeting. NHTSA attendance at these meetings will be affected by agenda content, priorities and availability of travel funds.

January 13-15, 1997

Meeting of Experts on Pollution and Energy (GRPE), Thirty-Third—Geneva, Switzerland.

February 3-7, 1997

Meeting of Experts on Brakes and Running Gear (GRRF), Forty-First—Geneva, Switzerland.

February 24-27, 1997

Meeting of Experts on Noise (GRB), Twenty-Sixth Session—Geneva, Switzerland.

March 10, 1997

Administrative Committee for the Coordination of Work of WP29 (AC.2), Sixty-Third Session—Geneva, Switzerland.

March 11-14, 1997

Working Party on the Construction of Vehicles (WP-29), Hundred and Eleventh Session—Geneva, Switzerland.

March 24-28, 1997

Meeting of Experts on Lighting and Light-Signalling (GRE), Thirty-Eighth Session—Geneva, Switzerland.

April 7-11, 1997

Meeting of Experts on General Safety Provisions (GRSG), Seventy-Second Session—Geneva, Switzerland.

May 12-16, 1997

Meeting of Experts on Passive Safety (GRSP), Twenty-First Session—Geneva, Switzerland.

June 9-12, 1997

Meeting of Experts on Pollution and Energy (GRPE), Thirty-Fourth Session—Geneva, Switzerland.

June 23, 1997

Administrative Committee for the Coordination of Work of WP29 (AC.2), Sixty-Fourth Session—Geneva, Switzerland.

June 24-27, 1997

Working Party on the Construction of Vehicles (WP-29), Hundred and Twelfth Session—Geneva, Switzerland.

September 1-3, 1997

Meeting of Experts on Brakes and Running Gear (GRRF), Forty-Second Session—Geneva, Switzerland.

September 4-5, 1997

Meeting of Experts on Noise (GRB), Twenty-Seventh Session—Geneva, Switzerland.

October 6-10, 1997

Meeting of Experts on Lighting and Light-Signalling (GRE), Thirty-Ninth Session—Geneva, Switzerland.

October 27-30, 1997

Meeting of Experts on General Safety Provisions (GRSG), Seventy-Third Session—Geneva, Switzerland.

November 3, 1997

Administrative Committee for the Coordination of Work of WP29 (AC.2),

Sixty-Fifth Session—Geneva, Switzerland.

November 4–7, 1997

Working Party on the Construction of Vehicles (WP–29), Hundred and Thirteenth Session—Geneva, Switzerland.

December 1–4, 1997

Meeting of Experts on Passive Safety (GRSP), Twenty-Second Session—Geneva, Switzerland.

Issued on September 19, 1996.

Francis J. Turpin,

Director, International Harmonization.

[FR Doc. 96–24514 Filed 9–24–96; 8:45 am]

BILLING CODE 4910–59–P

[Docket No. 96–099; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1995–1996 GMC and Chevrolet Suburban Multipurpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1995–1996 GMC and Chevrolet Suburban multipurpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1995–1996 GMC and Chevrolet Suburban MPVs that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that was originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is October 25, 1996.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 a.m. to 4 p.m.]

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. § 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

LPC of New York Inc. of Ronkonkoma, New York (“LPC”) (Registered Importer 96–100) has petitioned NHTSA to decide whether 1995–1996 GMC and Chevrolet Suburban MPVs are eligible for importation into the United States. The vehicles which LPC believes are substantially similar are 1995–1996 GMC and Chevrolet Suburban MPVs that were manufactured for sale in the United States and certified by their manufacturer, General Motors Corporation, as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1995–1996 GMC and Chevrolet Suburbans to their U.S. certified counterparts, and found those vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

LPC submitted information with its petition intended to demonstrate that the non-U.S. certified 1995–1996 GMC and Chevrolet Suburbans, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1995–1996 GMC and Chevrolet Suburbans are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 101 *Controls and Displays*, 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 111 *Rearview Mirrors*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 118 *Power-Operated Window Systems*, 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*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that the bumpers on the non-U.S. certified 1995–1996 GMC and Chevrolet Suburbans comply with the Bumper Standard found in 49 CFR Part 581.

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

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of a high mounted stop lamp.

Standard No. 114 *Theft Protection*: installation of a warning buzzer microswitch and a warning buzzer in the steering lock electrical circuit.

Standard No. 115 *Vehicle Identification Number*: installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

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, SW., 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