

25. The Division of Retirement and Survivors Insurance, Supplemental Security Income and Health Insurance (TAHBT) to The Division of Retirement and Survivors Insurance and Supplemental Security Income (TAHBT).

Delete first sentence and replace with:
25. The Division of Retirement and Survivors Insurance and Supplemental Security Income (TAHBT) serves as a support staff and provides advice to the Appeals Council in its review of decisions and dismissals involving claims to establish entitlement and the amount of benefits in old-age, survivors and disability under Title II of the Social Security Act; and claims to establish eligibility for any benefits payable in Title XVI cases.

H. The Office of Management (TAHE)

Add as the last two sentences to opening statement: Plans, directs, and provides administrative support services in the areas of safety and self-protection. Administers security programs and inspections, and coordinates with local law enforcement officials to ensure protection of OHA property and personnel, including emergency planning and security.

4. The Division of Materiel Resources (TAHE4).

Delete from first sentence "safety and self protection, including emergency planning; security;"

Delete last sentence in its entirety.

Dated: June 12, 1997.

Paul D. Barnes,

Deputy Commissioner for Human Resources.
[FR Doc. 97-16687 Filed 6-25-97; 8:45 am]

BILLING CODE 4190-29-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at the Quincy Municipal Airport—Baldwin Field, Quincy, Illinois

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Quincy Municipal Airport—Baldwin Field under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L.

101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 28, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Leon Kowalski, Director of Public Works, City of Quincy at the following address: City of Quincy, City Hall, 730 Main Street, Quincy Illinois 62301.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Quincy under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Philip M. Smithmeyer, P.E., Assistant Manager, Chicago Airports District Office, 2300 E. Devon Ave., Room 260, Des Plaines, IL 60018, (847) 294-7435. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Quincy Municipal Airport—Baldwin Field under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 3, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Quincy was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 9, 1997.

The following is a brief overview of the application:

PFC application number: 97-02-C-00-UIN.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 30, 1997.

Proposed charge expiration date: March 1, 2003.

Total estimated PFC revenue: \$303,740.00.

Brief description of proposed project(s): PFC Application Fee; Local Share Aerial Mapping for Airport Layout Plan; Local Share for Phase 1 Reconstruction of Runway 4/22; Reconstruction for Sanitary Sewer Line;

Terminal Roof Reconstruction; Local Share for Phase 2 Reconstruction of Runway 4/22; Local Share for Reconstruction of Runway 13/31; Construct a Bituminous Overlay on T-Hangar Access Road.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Charters.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Quincy.

Issued in Des Plaines, Illinois on June 18, 1997.

Irene Porter,

Acting Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 97-16780 Filed 6-25-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-033; Notice 1]

Vehicle Size and Safety; Relationship of Vehicle Weight to Fatality and Injury Risk in Model Year 1985-93 Passenger Cars and Light Trucks; Summary Report and Six Technical Reports

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

ACTION: Request for comments on summary report and six technical reports.

SUMMARY: This notice announces the publication by NHTSA of a summary report and six technical reports describing how a vehicle's size affects the safety of its occupants and the safety of those sharing the road. The summary report's title is *Relationship of Vehicle Weight to Fatality and Injury Risk in Model Year 1985-93 Passenger Cars and Light Trucks*.

DATES: Comments must be received no later than October 24, 1997.

ADDRESSES:

Report: Interested people may obtain copies of the reports free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

Comments: All comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, Nassif Building, 400 Seventh Street, SW, Washington, DC 20590. [Docket hours, 9:30 a.m.–4:00 p.m., Monday through Friday.]

FOR FURTHER INFORMATION CONTACT: Charles J. Kahane, Chief, Evaluation Division, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202–366–2560).

SUPPLEMENTARY INFORMATION: NHTSA performs statistical evaluations of the safety impacts of regulations and other factors that substantially influence vehicle design. In July 1991, NHTSA issued a study of the safety effects of passenger car downsizing during 1970–82 (*Effect of Car Size on Fatality and Injury Risk*). Since the mid-1980's, a major trend in the vehicle fleet has been the increase in the number as well as the weight of light trucks (pickup trucks, vans and sport utility vehicles). As of model year 1993, light trucks, on the average, weigh 900 pounds more than passenger cars. NHTSA records show that, each year since 1992, there have been more fatalities in car-light truck collisions than there have been in car-to-car collisions. In car-light truck collisions, 80 percent of the fatalities are occupants of the cars. The agency's *Evaluation Program Plan, 1994–98* (59 FR 30090) called for an updated evaluation of vehicle size and safety focusing, among other things, on the size-safety effects in light trucks and their interaction with passenger cars. In 1996, drafts of the summary report and the six technical reports constituting this evaluation were peer-reviewed by a panel of experts under the auspices of the Transportation Research Board of the National Academy of Sciences. The reports were then revised in response to the panel's recommendations.

The studies analyze the crash experience of model year 1985 through 1993 passenger cars and light trucks, and compare the rates at which lighter and heavier vehicles were involved in crashes involving fatalities ("fatal crash rate") and those resulting in moderate-to-critical injuries ("serious injury crash rate") or in police-reported "A" or "K" injuries ("less-serious injury crash rate"). After controlling for factors such as driver age, the studies found that the fatal crash rate for passenger cars increased by 1.1 percent for each 100 pound decrease in passenger car weight. The serious injury crash rate for these vehicles increased by 1.6 percent for each such reduction, and the less-serious injury crash rate by 3.2 percent.

These findings suggest that a future 100-pound reduction in passenger car weight, unless offset by safety improvements, could result in an estimated 302 additional fatalities, 1,823 moderate-to-critical injuries and 8,804 less-serious injuries per year.

The studies showed the relationship to be largely reversed in the case of light trucks. Reductions in the weight of light trucks reduce risks for car occupants, pedestrians, bicyclists and motorcyclists involved in collisions with the trucks. As a result, the fatal crash rate involving light trucks decreased by 0.3 percent for each 100-pound decrease in light truck weight and the serious injury crash rate decreased by 1.3 percent; however, the less-serious injury crash rate increased by 1.5 percent. As such, a future 100-pound reduction in the weight of light trucks would be expected to prevent 40 fatalities and 601 moderate-to-critical injuries per year, due to the decreased risk to occupants of other vehicles or pedestrians involved in crashes with light trucks. This more than compensates for the added risk of fatalities or serious injuries to the occupants of the trucks. Less-serious injuries would be expected to increase by 1,794. A future increase in the weight of light trucks would have the opposite effect.

The summary report, titled *Relationship of Vehicle Weight to Fatality and Injury Risk in Model Year 1985–93 Passenger Cars and Light Trucks*, is publication No. DOT HS 808 569.

The titles and publication numbers of the six technical reports are as follows:

Relationships between Vehicle Size and Fatality Risk in Model Year 1985–93 Passenger Cars and Light Trucks, Report No. DOT HS 808 570.

Effect of Vehicle Weight on Crash-Level Driver Injury Rates, Report No. DOT HS 808 571.

Passenger Vehicle Weight and Driver Injury Severity, Report No. DOT HS 808 572.

Patterns of Driver Age, Sex and Belt Use by Car Weight, Report No. DOT HS 808 573.

Impacts with Yielding Fixed Objects by Vehicle Weight, Report No. DOT HS 808 574.

The Effect of Decreases in Vehicle Weight on Injury Crash Rates, Report No. DOT HS 808 575.

NHTSA welcomes public review of the reports and invites the reviewers to submit comments about the data and the statistical methods used in the reports. The agency is interested in learning of any additional data that could be used to expand or improve the analyses, including information on the curb

weights, track widths or other parameters for specific passenger cars or light trucks.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and 7 copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation (49 CFR Part 512).

All comments received before the close of business on the comment closing date 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. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested people continue to examine the docket for new material.

People desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Authority: 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

William H. Walsh,
Associate Administrator for Plans and Policy.
[FR Doc. 97–16721 Filed 6–25–97; 8:45 am]
BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 96–119; Notice 2]

Accuride Corporation; Grant of Application for Decision of Inconsequential Noncompliance

This notice grants the application by Accuride Corporation (Accuride) to be exempted from the notification and remedy requirements of 49 U.S.C. 30118 and 30120 for a noncompliance with 49 CFR 571.120, Federal Motor Vehicle Safety Standard (FMVSS) No. 120, "Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars." The basis