

a supplemental type certificate rather than a new type certificate for a design change that modifies the following Bell Helicopters from single-engine to two-engine aircraft: Bell Models 206L, 206L-1, 206L-3, and 206L-4.

Denied, July 16, 1997, Exemption No. 5025C.

Docket No.: 28947.

Petitioner: US Airways.

Sections of the FAR Affected: 14 CFR 145.45(f).

Description of Relief Sought/

Disposition: To permit US Airways to make available one copy of its repair station Inspection Procedures Manual to all its supervisory and inspection personnel, rather than providing a copy of the manual to each of these individuals, subject to certain conditions and limitations.

Grant, July 11, 1997, Exemption No. 6655.

[FR Doc. 97-20388 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-M

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 Des Moines International Airport, Des Moines, Iowa

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 Des Moines International Airport 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 September 2, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. William F. Flannery, Aviation Director, Des Moines International Airport, at the following address: Des Moines International Airport, 5800 Fleur Drive,

Suite 201, Des Moines, Iowa 50321-2854.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Des Moines, Des Moines International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Lorna Sandridge, PFC Program Manager, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. 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 the Des Moines International Airport 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 July 24, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Des Moines, Iowa, 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 October 22, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: November, 1997.

Proposed charge expiration date: June, 1999.

Total estimated PFC revenue: \$3,574,928.

Brief description of proposed project(s): Land acquisition for Runway 5/23 extension and road relocation/grading/construction of related relocated road construction; extending and updating of the terminal chiller system; and reconstruction of the terminal apron.

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 Des Moines International Airport.

Issued in Kansas City, Missouri on July 24, 1997.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 97-20294 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Rule on Application (97-03-C-00-JST) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Johnstown-Cambria County Airport, Johnstown, Pennsylvania

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 Johnstown-Cambria County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before September 2, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Joseph Carter, Acting Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Joseph Mckelvey, Manager of the Johnstown-Cambria Airport Authority at the following address: Johnstown-Cambria Airport, 479 Airport Road, Suite 1, Johnstown, Pennsylvania 15904.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Johnstown-Cambria Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Joseph Carter, Acting Manager Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011. 717-782-4548. 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 Johnstown-Cambria County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 22, 1997, the FAA determined that the application to impose and use

the revenue from a PFC submitted by the Johnstown-Cambria Airport Authority 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 October 24, 1997.

The following is a brief overview of the application.

Application number: 97-03-C-00-JST.

Level of proposed PFC: \$3.00.

Proposed charge effective date: September 1, 1997.

Proposed charge expiration date: December 1, 1999.

Total estimated PFC revenue: \$157,583.

Brief description of proposed projects: The PFC funds will be utilized to fund the local share of the following AIP projects.

—Terminal Building Renovation
—Perimeter Security Fencing

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 22, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Johnstown-Cambria Airport Authority 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 October 24, 1997.

The following is a brief overview of the application.

Application number: 97-03-C-00-JST.

Level of proposed PFC: \$3.00.

Proposed charge effective date: September 1, 1997.

Proposed charge expiration date: December 1, 1999.

Total estimated PFC revenue: \$157,583.

Brief description of proposed projects: The PFC funds will be utilized to fund the local share of the following AIP projects.

—Terminal Building Renovation
—Perimeter Security Fencing

Class or classes of air carriers which the public agency has requested not be

required to collect PFCs: Air Taxi/Commercial Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Johnstown-Cambria Airport Authority.

Issued in Jamaica, New York on July 22, 1997.

Thomas Felix,

Manager, Grant In Aid Program, Eastern Region.

[FR Doc. 97-20287 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration (NHTSA) Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of motor vehicle defect petition.

SUMMARY: This document denies a November 8, 1996 petition from the Center for Auto Safety requesting that the agency commence a proceeding to determine the existence of defects related to motor vehicle safety in the air bag systems in certain vehicles. After reviewing the petition and other information, NHTSA has concluded that further investigation of these vehicles is unlikely to result in a determination that such safety-related defects exist. The agency accordingly denies the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Cooper, Chief, Vehicle Integrity Branch, Office of Defects Investigation, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-5218.

SUPPLEMENTARY INFORMATION: On November 8, 1996, the Center for Auto Safety (CAS) submitted a petition requesting the agency to investigate certain motor vehicles for "defective airbag crash sensor and/or deployment systems which result in airbag induced injuries in crashes below 12-mph."¹

¹Footnote 1 in the CAS petition states: "All speeds referred to are change in velocity of the striking vehicle as opposed to its impact speed."

The vehicles identified in the CAS letter are the 1991 through 1992 Chevrolet Corsica, the 1990 through 1992 Ford Taurus, and the 1994 through 1996 Chrysler minivan. CAS alleges that the subject vehicles are over-represented for air bag-caused crash deaths at low speeds when compared to other vehicles. CAS cites the number of deaths of adult drivers in the Corsica and Taurus vehicles and of child passengers in the Chrysler minivan vehicles.

In the same letter, CAS separately requested the agency to "amend FMVSS 208 to set a 12 mph threshold below which an airbag cannot trigger unless the manufacturer establishes it will not injure an out-of-position occupant." This petition analysis evaluates only that portion of the petition requesting a defect investigation. The rulemaking requested by CAS was initially discussed in the Notice of Proposed Rulemaking dated January 6, 1997 (62 FR at 827).

Following receipt of the petition, NHTSA officials requested CAS to clarify the specific issue(s) it wished the agency to investigate. In response to this request, on December 12, 1996, CAS clarified its November 8, 1996 letter:

CAS does not request NHTSA to investigate the design threshold trigger speed specified by the manufacturer for these vehicles but rather two other factors which combined have resulted in 19 of the 53 known deaths caused by bags—(1) the wide variability from the design threshold trigger speed which may result in injurious airbag deployments at barrier equivalent velocities (BEVs) as low as 7-mph when the design speed may be 12 to 14-mph BEV and (2) the aggressivity of the airbag itself because of its deployment velocity, trajectory or proximity to the occupant.

After reviewing the petition, as well as information furnished by Chrysler Corporation (Chrysler), Ford Motor Company (Ford), General Motors Corporation (GM), the Insurance Institute for Highway Safety (IIHS), and data in the agency's possession from ongoing rulemaking proceedings and other sources, NHTSA has concluded that further investigation of these vehicles is unlikely to result in a determination that the air bag systems in the vehicles identified in the petition contain safety-related defects as alleged by the petitioner, and that a further commitment of agency resources in this effort is not warranted. The agency accordingly denies the petition.

Alleged Problem And Safety-Related Consequences

The petitioner alleges that specific Chrysler, Ford and GM vehicles present