six accidents prompted concern about the adequacy of the performance standards for flight recorders. Minimum performance standards for impact and fire protection are outlined in four Technical Standard Orders (TSO's): TSO–C84 and TSO–C123 address CVR's and TSO–C51a and TSO–C124 address FDR's. TSO–C51a and TSO–C84 have essentially the same fire protection requirements; the fire test protocol requirements outlined in these TSO's are less stringent than the requirements outlined in the recently issued TSO–C123 and C124. Further, the fire test protocol in TSO–C51a and C84 is so vague that a recorder could be subjected to temperatures much lower than 1,100 °C due to inadequate burner heat release and still pass the test. The FAA recognized this deficiency in its 1970 report, ''Fire Test Criteria for Recorders.'' The report states:

''This requirement [TSO–C51a/C84] specifies the temperature, but not the source or the BTU rate of the flame. The temperature at the recorder flame impingement area must be 1,100 °C (2,012 °F). Thus, a recorder could meet the TSO requirements by passing a test in which the recorder is exposed to low heat output flames producing a temperature of 1,100 °C at a point of a few inches in front of the recorder while the temperature at the recorder case could be much less than 1,100 °C.''

The temperature and duration for the fire test required by TSO's C51a, C84, C123, and C124 are the same. However, only the more exacting test protocol prescribed by TSO–C124 is likely to determine if a recorder will actually survive a high intensity, short duration fire.

Based on the findings of the NTSB, TSO–C54a and TSO–C81 are canceled May 18, 1995. Because of the need to ensure that the data, cockpit voice described above, is preserved, good cause exists to cancel TSO's C51a and C84 without prior notice and opportunity to comment.

Issued in Washington, DC, on April 12, 1995.

John K. McGrath,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 95–9501 Filed 4–17–95; 8:45 am]

BILLING CODE 4910–13–M

National Highway Traffic Safety Administration

[Docket No. 92–58; Notice 4]

Kewet Industri; Grant of Application for Renewal of Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

Kewet Industri of Hadsund, Denmark, applied for a two-year renewal of its temporary exemption from the automatic restraint requirements of Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*. The exemption, NHTSA Temporary Exemption No. 93–1, was published on February 10, 1993 (58 FR 7905). The basis of the application was that a continued exemption would facilitate the development and field evaluation of a low-emission motor vehicle and would not unreasonably lower the safety level of the vehicle.

Notice of receipt of the application was published on January 12, 1995, and an opportunity afforded for comment (60 FR 3026).

Kewet manufactures a passenger car called the El-Jet. The vehicle is powered by on-board rechargeable batteries which drive an electric traction motor. The El-Jet, which produces no emissions, is therefore a ''low-emission motor vehicle'' within the meaning of NHTSA's authority to provide temporary exemptions.

In 1992, Kewet argued that the granting of a temporary exemption would facilitate the development of an electric vehicle industry in the United States. The vehicle is so small that it could serve as a replacement for the 3-wheel Cushman type meter reader vehicle in municipal fleets. It provides greater safety for the operator at a substantially lower price. Further, an exemption would promote learning and exchange of information between the Danish electric vehicle industry and the U.S. one. Finally, the El Jet would demonstrate the commercial viability of a ''neighborhood electric vehicle.''

Petitioner also argued that an exemption would not unreasonably degrade the safety of the vehicle. The El-Jet is equipped with a 3-point restraint system, and will otherwise comply with all applicable Federal motor vehicle safety standards. It complies with all current European motor safety standards and has passed a crash test at 50 kph (30 mph). Its top speed is only 40 mph, reducing the risk of injury. Although Kewet expected to be able to provide a driver's side air bag in all cars manufactured after September 1993, the target date is now the 1996 model year. Originally, Kewet projected sales of 30 to 50 vehicles through 1993; in actuality, sales in 1994 as of August 30 were ''less than 35.''

In Kewet's opinion, a temporary exemption would be in the public interest and consistent with traffic safety objectives because it is a participant in the Advanced Research Projects Agency (ARPA) Electrical Vehicle Testing Program. It comments that ''[p]roviding test data to the national testing program * * * is an important development to the electric vehicle industry.'' Kewet does not feel that lack of an air bag ''has been a safety hazard'' because of the El-Jet's low top speed, and intended non-freeway use. The vehicle is equipped with lap and torso belts, and employs ''steel roll cage construction.''

No comments were received in response to the notice.

While the application was pending, NHTSA asked Kewet to provide further information on the 50 kph crash test to which it had referred. Kewet supplied a copy of a test report by TNO laboratory of Delft, the Netherlands, and a video of the test. The test was conducted to the requirements of ECE R–12 in 1990, and indicates conformance. The El Jet also passed the body block tests at 24.1 kph on the steering wheel, according to the requirements of ECE–12. Kewet confirmed to NHTSA that it will install both a driver and passenger airbag ''before the end of 1995.''

With respect to the three-point belt system that has been and will be provided in the interim, Kewet submitted a report on its seat belt anchorages by the Danish Technology Institute verifying compliance with E.E.C. Regulation 76/115/E.E.C. These reports have provided NHTSA with the assurance necessary to find that an exemption would not unreasonably lower the safety level of the car. NHTSA notes, too, that the vehicle is certified as complying with all other Federal motor vehicle safety standards.

Although Kewet's market in the U.S. has been extremely limited under its exemption, the El Jet is one of the few exempted vehicles of foreign manufacture, and one which is a purpose-built electric vehicle and not a conversion. Thus, to extend the exemption would enhance the evaluation of electric vehicles under U.S. road conditions. The public interest will be served by the continued participation of the El Jet in ARPA's electric vehicle test program.

Although a one-year extension would appear to be sufficient for Kewet, the agency is providing one of 18 months in the event that unforeseen delays are

encountered in introducing airbag technology into production.

In consideration of the foregoing, it is hereby found that an extension of Kewet's exemption will facilitate the development and field evaluation of a low-emission motor vehicle and would not unreasonably lower the safety level of the vehicle, and, further, that such extension is in the public interest and consistent with the objectives of traffic safety. Accordingly, NHTSA Temporary Exemption No. 93–1 from S4.1.4 of 49 CFR 571.208 Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection,* is hereby extended to July 1, 1996.

Authority: 49 U.S.C. 30113; delegation of authority at 49 CFR 1.50.

Issued on April 12, 1995.

Ricardo Martinez,

Administrator.

[FR Doc. 95–9504 Filed 4–17–95; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

April 11, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96–511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Financial Management Service (FMS)

OMB Number: 1510–0029.
Form Number: TFS 5118.
Type of Review: Extension.
Title: Depositor's Application for Payment of Postal Savings Certificates.
Description: This form is prepared when a depositor has lost, destroyed or misplaced his Postal Savings Certificates. Form properly completed and signed replaces unavailable certificates to support application for payment. If the original certificates show up, this document prevents duplicate payments from being made.
Respondents: Individuals or households
Estimated Number of Respondents: 250.
Estimated Burden Hours Per Response: 15 minutes.
Frequency of Response: On occasion.
Estimated Total Reporting Burden: 63 hours.

OMB Number: 1510–0038.
Form Number: TFS 6114.
Type of Review: Extension.
Title: More Information Letter.
Description: This form is prepared when information in an inquiry about Postal Savings is insufficient to make a search of files and records.
Respondents: Individuals or households.
Estimated Number of Respondents: 375.
Estimated Burden Hours Per Response: 15 minutes.
Frequency of Response: Other.
Estimated Total Reporting Burden: 94 hours.

OMB Number: 1510–0058.
Form Number: None.
Type of Review: Extension.
Title: Claims on Account of Treasury Checks.
Description: A person making a claim on a Treasury check provides information concerning the check to the agency which authorized the issuance of the check. The information is used to determine if the claimant is entitled to the proceeds of the check. Likely claimants are individual recipients of checks.
Respondents: Individuals or households.
Estimated Number of Respondents: 1.
Estimated Burden Hours Per Response: 1 hour.
Frequency of Response: On occasion.
Estimated Total Reporting Burden: 1 hour.
Clearance Officer: Jacqueline R. Perry, (301) 344–8577, Financial Management Service, 3361–L 75th Avenue, Landover, MD 20785.
OMB Reviewer: Milo Sunderhauf (202) 395–7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 95–9446 Filed 4–17–95; 8:45 am]

BILLING CODE 4810–35–P

Public Information Collection Requirements Submitted to OMB for Review

April 10, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96–511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Internal Revenue Service (IRS)

OMB Number: 1545–0057.
Form Number: IRS Form 1024
Type of Review: Revision
Title: Application for Recognition of Exemption Under Section 501(a)
Description: Organizations seeking exemption from Federal income tax under section 501(a) as an organization described in most paragraphs of section 501(c) must apply to IRS for a ruling letter. The information collected is used to determine whether the organization qualifies for exemption status.
Respondents: Not-for-profit institutions.
Estimated Number of Respondents/Recordkeepers: 4,718.
Estimated Burden Hours Per Respondent/Recordkeeper:

Form	Recordkeeping	Learning about the law of the form	Preparing, and sending the form to IRS
1024	53 hr., 5 min	2 hr., 11 min	3 hr., 8 min.
1024, Part IV	1 hr., 12 min	35 min	39 min.
1024, Sch. A	58 min	18 min.	19 min.
1024, Sch. B	1 hr., 40 min	18 min	20 min.
1024, Sch. C	58 min.	12 min	13 min
1024, Sch. D	4 hr., 4 min	18 min	22 min.
1024, Sch. E	1 hr., 40 min	18 min	20 min.
1024, Sch. F	2 hr., 23 min	12 min	14 min.
1024, Sch. G	1 hr., 55 min	6 min	8 min.