

the environmental standard with RTCA DO-160C.

#### How To Obtain Copies

A copy of the proposed TSO-C92c may be obtained by contacting "For Further Information Contact." Copies of RTCA Document No. DO-161A, "Minimum Performance Standards for Airborne Ground Proximity Warning Equipment," may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on April 18, 1995.

**Abbas A. Rizvi,**

*Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 95-10766 Filed 5-2-95; 8:45 am]

BILLING CODE 4910-13-M

#### National Highway Traffic Safety Administration

[Docket No. 95-21, Notice No. 01]

#### Availability and Request for Comment on Draft Report to Congress on the Benefits of Safety Belts and Motorcycle Helmets

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

**ACTION:** Notice of availability and request for comment on draft report to Congress on the benefits of safety belts and motorcycle helmets required by the Intermodal Surface Transportation Efficiency Act of 1991.

**SUMMARY:** This notice announces the availability of the draft of the report to Congress on the benefits of safety belts and motorcycle helmets generated from the Crash Outcome Data Evaluation System (CODES) Project. The Report was mandated by Section 1031(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). As required in the ISTEA, the agency seeks comments on the draft report. The comments will be evaluated and incorporated, as appropriate, into the final report which will be provided to the Congress in February, 1996.

**DATES:** Comments on the draft report are due no later than August 1, 1995.

**ADDRESSES:** Interested persons may obtain a copy of the draft report, free of charge, from NHTSA's Docket Section at the address below. Written comments should refer to the docket and notice number of this notice and should be submitted to: Docket Section, Room 5109, NASSIF Building, 400 Seventh Street, SW., Washington, DC 20590.

Telephone: 202-366-4949. Docket hours are 9:30 a.m. to 4:00 p.m., Monday through Friday.

**SUBMISSION OF COMMENTS:** Interested persons are invited to submit comments on the draft report. It is requested, but not required, that 10 copies be submitted. All comments must not exceed 10 pages in length. (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 10 page limit. This limitation is intended to encourage commenters to detail their arguments in a concise fashion. All comments received before the close of business on the comment closing date indicated above for the draft report 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 also will be considered. Those persons desiring to be notified upon receipt of their comments in the 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.

**FOR FURTHER INFORMATION CONTACT:** Mr. Dennis Utter, National Center for Statistics and Analysis NRD-31, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590: Telephone 202-366-5351.

**SUPPLEMENTARY INFORMATION:** The Report to Congress on the benefits of safety belts and motorcycle helmets was mandated by Section 1031(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Grants were awarded to entities in Hawaii, Maine, Missouri, New York, Pennsylvania, Utah, and Wisconsin to obtain the data and perform the analyses upon which this report is based. NHTSA entitled the project the Crash Outcome Data Evaluation System (CODES) Project. These CODES grantee states linked statewide motor vehicle crash report data and computerized emergency medical service, emergency department, hospital discharge, and rehabilitative/long-term care data, so that those people injured in motor vehicle crashes could be followed through the health care system. The medical and financial outcome information was then used to determine the benefits of the protective devices in crashes. The grantees have provided NHTSA with the results of analyses using these data, and NHTSA has summarized the results of the individual state studies to produce the

draft report to Congress. After the close of the comment period, NHTSA will review any comments received and make appropriate modifications to the report. The final version is to be delivered to Congress by February, 1996.

The draft report provides an overview of the study, the databases used, and the methodology used to link and analyze the data. The effectiveness rates presented in the report show that safety belts are highly effective in preventing injury and fatality in motor vehicle traffic crashes, particularly the more serious injuries. Motorcycle helmets also are effective in preventing fatalities and serious injuries, but not as effective in preventing minor injuries. Average inpatient charges are compared for belted and unbelted passenger vehicle drivers and for helmeted and unhelmeted motorcycle riders. Because the estimates of safety belt effectiveness are higher than NHTSA's current estimates, a discussion is presented about the potential effect of over-reporting of safety belt use on the study results. However, the results support NHTSA's belief that safety belts and motorcycle helmets are effective in reducing mortality and morbidity and showed, for the first time, that costs (inpatient charges) were significantly higher for unbelted hospitalized drivers compared to those who used their safety belts.

The CODES project had other benefits. The project demonstrated the efficacy of linking crash data files with medical outcome data files. Through the cooperation of the highway safety and medical communities, CODES was the first project to link state highway safety and injury-related databases using a probabilistic linkage algorithm, whereby statewide data from police crash reports, emergency medical services, hospital emergency departments, hospital discharge files, claims, and other sources were linked, without in most states the benefit of personal identifiers. The project also showed examples of the value of the linked data. Several of the CODES states have used their data to support highway safety initiatives and to produce research articles. Because the linked data are permanent and state specific, they can continue to be used now and in the future at minimal cost to support state and local highway safety initiatives.

Issued On: April 27, 1995.

**Ricardo Martinez,**

*Administrator, National Highway Traffic Safety Administration.*

[FR Doc. 95-10840 Filed 5-2-95; 8:45 am]

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**DEPARTMENT OF THE TREASURY****Internal Revenue Service****Privacy Act of 1974; System of Records**

**AGENCY:** Internal Revenue Service, Treasury.

**ACTION:** Supplemental information about a proposed amendment to a system of records.

**SUMMARY:** On December 20, 1994, the Internal Revenue Service published, at 59 FR 65573, notice of an amended Privacy Act system of records: "Compliance Programs and Projects File—Treasury, IRS 42.021." Based on the comments received, the notice may not have adequately distinguished among the various users and uses of the compliance system, as well as the data it is to contain.

The system will not be used to support large scale data matching in order to identify specific individuals for contact by IRS personnel. The IRS has developed procedural safeguards to prevent data used in the compliance research programs and projects that engage in large scale data manipulation techniques to determine levels of compliance in particular "market segments" from being used for enforcement purposes as to specific taxpayers.

In light of the comments received, the IRS will clarify the notice to better describe more precisely the types of activities covered. Until that clarification is issued, the supplementary information below fully describes the compliance programs and projects covered.

**ADDRESSES:** Comments may be sent to the Office of Disclosure, Internal Revenue Service, 1111 Constitution Avenue, NW., Washington, DC 20224. Comments will be made available for inspection and copying in the Freedom of Information Reading Room, (202) 622-5164, upon request.

**FOR FURTHER INFORMATION CONTACT:** Wayne Thomas, National Director, Compliance Research, (202) 874-0100.

**SUPPLEMENTARY INFORMATION:** The compliance research system presently includes records to support information gathering to identify noncompliance with the Internal Revenue Code. The system is being redesigned to identify causes and trends of noncompliance and to generate and test new approaches to increasing voluntary compliance.

This redesign will be accomplished by using an automated information system and secure networks to support compliance research on broadly shared

characteristics and compliance trends of large groups. The enhancements themselves, the personnel who will access and use the enhanced system, and the purposes for which it will be used will be clearly distinguished from other uses by enforcement personnel who lawfully access similar records for individual enforcement actions.

The enhancements will not include maintenance of records with individually identifying information since compliance research will focus on broadly shared characteristics and compliance trends of large groups, typically national in scope. The personnel who use and access the research system will not be enforcement personnel. The system will not be used to select individuals for enforcement actions.

The enhanced system should provide the Internal Revenue Service with a wider range of options for improving voluntary compliance beyond the limited and costly current enforcement actions applied to individuals, one at a time. Information produced by analyzing enhanced data will be analogous to that used broadly in the private sector under the name "market segment research." It will allow group-based measurements of noncompliance. Based solely upon an identified significant degree of group noncompliance, these enhancements will further allow the construction of group profiles or characteristics directly related to tax compliance behavior. Enhanced data will also permit researchers to use statistical and other research methods to determine the issues and causes of noncompliance. Against those issues and causes, new initiatives at improving group compliance will be vigorously tested on a small scale. Research personnel will oversee but not directly test or implement such initiatives.

The enhanced system is intended to support compliance initiatives that rely more on group access and forums that on contacting individuals; and more on non-enforcement actions (e.g., legislative or regulatory revision, education, assistance) rather than on enforcement actions. Even in those instances where an enforcement remedy is appropriate, the enhanced system itself cannot be used by enforcement personnel nor can it select individuals to whom such remedies will be applied.

This system of records has always on a limited basis and with legal authority contained information from various third-party sources. The enhancements to this system will add more information from more sources. It will also improve access to this information.

However, use of these enhancements for the purposes of compliance research will adhere to the operating principles of such research: it will be group-focused rather than individually focused and not directly used to select individuals for enforcement actions. The minimum data about group demographic and economic characteristics that bear directly upon measured group non-compliance will be used. Unlike the common practice of private-sector market research, these enhancements will not include "lifestyle" or other highly personal information even in aggregate. Additionally, the Internal Revenue Service recognizes its responsibility to validate third-party data before they are used to support even research activities.

Dated: April 16, 1995.

**Alex Rodriguez,**

*Deputy Assistant Secretary (Administration).*  
[FR Doc. 95-10801 Filed 5-2-95; 8:45 am]

BILLING CODE 4830-01-M

**Office of Thrift Supervision**

[AC-27; OTS No. 2952]

**Gallup Federal Savings and Loan Association, Gallup, New Mexico; Approval of Conversion Application**

Notice is hereby given that on April 26, 1995, the Assistant Director, Corporate Activities, Office of Thrift Supervision, or her designee, acting pursuant to delegated authority, approved the application of Gallup Federal Savings and Loan Association, Gallup, New Mexico, to convert to the stock form of organization. Copies of the application are available for inspection at the Information Services Division, Office of Thrift Supervision, 1700 G Street, N.W., Washington, D.C. 20552, and the Midwest Regional Office, Office of Thrift Supervision, 122 W. John Carpenter Freeway, Suite 600, Irving, Texas 75039.

Dated: April 27, 1995.

By the Office of Thrift Supervision.

**Nadine Y. Washington,**

*Corporate Secretary.*

[FR Doc. 95-10806 Filed 5-2-95; 8:45 am]

BILLING CODE 6720-01-M

[AC-28; OTS No. 5161]

**Schenectady Federal Savings and Loan Association, Schenectady, New York; Approval of Conversion Application**

Notice is hereby given that on April 25, 1995, the Assistant Director,