ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC–200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comemnts may also be sent electronically to the following internet address: 9–NPRM–CMNTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC–200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267–3132.

FOR FURTHER INFORMATION CONTACT: Fred Haynes (202) 267–3939 or Angela Anderson (202) 267–9681 Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on April 21, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions For Exemption

Docket No.: 012SW.

Petitioner: Robinson Helicopter Company.

Sections of the FAR Affected: 14 CFR 27.695.

Description of Relief Sought: To permit certification of hydraulically boosted controls on the Model R44 helicopter without the necessity of considering the jamming of a control valve as a possible failure signal.

Docket No.: 28781.

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.438.

Description of Relief Sought: To permit the petitioner to allow its second-in-command (SIC) pilots that have fewer than 100 hours of flight time as SIC in part 121 operations in the type of airplane being flown to perform takeoffs and landings at airports designated as special airports.

Docket No.: 28827.

Petitioner: Cessna Aircraft Co.

Sections of the FAR Affected: 14 CFR 25.813(e).

Description of Relief Sought: To permit the installation of a door between passenger compartments in the Cessna Citation Model 560XL.

Docket No.: 28855.

Petitioner: Offshore Logistics, Inc.

Sections of the FAR Affected: 14 CFR 135.152(a).

Description of Relief Sought: To allow the petitioner to operate certain rotorcraft with a seating configuration, excluding pilot seats, of 10 to 19 seats without an approved flight data recorder.

Dispositions of Petitions

Docket No.: 24446.

Petitioner: Air Transport Association of America.

Sections of the FAR Affected: 14 CFR 121.485(b).

Description of Relief Sought/ Disposition: To allow the petitioner's member airlines and other similarly situated part 121 air carriers to conduct flights with an airplane having a crew of three or more pilots and an additional flight crewmember.

Grant, April 18, 1997, Exemption No. 4317F.

Docket No.: 28479.

Petitioner: Strong Enterprise.

Sections of the FAR Affected: 14 CFR 105.43(a).

Description of Relief Sought/ Disposition: To permit employees, representatives, and other volunteer experimental parachute test jumpers under Strong Enterprises' control to make tandem parachute jumps while wearing a dual-harness, dual parachute pack having at least one main parachute and one auxiliary parachute. The exemption also permits pilots in command of aircraft involved in these operations to allow such persons to make these parachute jumps.

Grant, April 11, 1997, Exemption No. 6474A.

Docket No.: 28638.

Petitioner: U.S. Department of Justice, Immigration and Naturalization Service.

Sections of the FAR Affected: 14 CFR 91.111(b), 91.159(a), and 91.209(a).

Description of Relief Sought/ Disposition: To permit the petitioner to conduct in-flight identification, surveillance, and pursuit operations consistent with the assigned mission of the Immigration and Naturalization Service.

Grant, April 10, 1997, Exemption No. 1533C.

Docket No.: 28744.

Petitioner: Boeing commercial airplane Group.

Sections of the FAR Affected: 14 CFR 25.571(e)(1).

Description of Relief Sought/ Disposition: To allow the Boeing 737–600/700/800 airplanes relief provided the airplane design complies with the intent of the rule utilizing an impact with a 4 pound bird at ''Vc at sea level or o.85 Vc at 8,000 feet, whichever is greater.

Grant, April 8, 1997, Exemption No. 6600.

[FR Doc. 97–10730 Filed 4–24–97; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Reference DTNH22–97–H05108]

Discretionary Cooperative Agreements to Support the Demonstration and Evaluation of Safe Communities Programs

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Amendment of agency announcement published February 12, 1997, 62 FR 6603.

SUMMARY: The announcement section entitled Application Review Process and Evaluation Factors as appearing on 62 FR 6607 is amended to add the following sentence to the first paragraph:

NHTSA anticipates that an individual, who is not a Federal employee, with technical expertise in state and local data and evaluation methodology will assist in the evaluation of applications received in response to this announcement. Such participation shall not violate any Federal conflicts of interest provisions. Any individual serving in such a capacity will be required to file a statement of financial interests, as well as sign a non-disclosure agreement. Unless an applicant expressly objects to NHTSA's use of such of an individual, NHTSA will assume applicant consent.

James H. Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 97–10731 Filed 4–24–97; 8:45 am]

BILLING CODE 4910–59–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; General Motors

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

ACTION: Grant of petition for exemption.

SUMMARY: This notice grants in full the petition of General Motors Corporation

(GM) for an exemption of a high-theft line, the Pontiac Sunfire, from the parts-marking requirements of the Federal Motor Vehicle Theft Prevention Standard. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard. GM requested confidential treatment for some of the information and attachments submitted in support of its petition. In a letter to GM dated February 19, 1997, the agency granted the petitioner's request for confidential treatment of most aspects of its petition.

DATES: The exemption granted by this notice is effective beginning with model year (MY) 1998.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC. 20590. Ms. Proctor's telephone number is (202) 366–0846. Her fax number is (202) 493–2739.

SUPPLEMENTARY INFORMATION: In a petition dated January 7, 1997, General Motors Corporation (GM), requested exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for the Sunfire car line. The petition is pursuant to 49 CFR Part 543, Exemption From Vehicle Theft Prevention Standard, based on the installation of an antitheft device as standard equipment for the entire line.

GM's submittal is considered a complete petition, as required by 49 CFR Part 543.7, in that it met the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

In its petition, GM provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the new line. GM will install its ''Passlock'' antitheft device as standard equipment on its MY 1998 Pontiac Sunfire car line.

In order to ensure the reliability and durability of the device, GM conducted tests, based on its own specified standards. GM provided a detailed list of the tests conducted. GM stated its belief that the device is reliable and durable since the device complied with GM's specified requirements for each test.

GM compared the ''Passlock'' device proposed for the Sunfire car line with its first generation ''Pass-Key'' and ''Pass-Key II'' devices which the agency has determined to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements. GM believes that its ''Passlock'' antitheft device will be at least as effective as the ''Pass-Key'' and ''Pass-Key II'' devices.

The Pontiac Sunfire has been voluntarily equipped with the ''Passlock'' antitheft device as standard equipment since model year 1996. The proposed antitheft device is identical to the antitheft device currently equipped on the MY 1997 Chevrolet Cavalier as standard equipment. On March 25, 1996 (See 61 FR 12132) the Chevrolet Cavalier was granted a full exemption from the parts-marking requirements beginning with MY 1997.

GM stated that the thefts as reported by the Federal Bureau of Investigation's National Crime Information Center, are lower for GM ''Pass-Key'' equipped models having partial exemptions from the parts-marking requirements of 49 CFR Part 541, than the thefts for earlier models with similar appearance and construction, which were parts-marked. Therefore, GM concluded that the ''Pass-Key'' device was at least as effective in deterring motor vehicle theft as the parts-marking requirements of 49 CFR Part 541. Based on the system performance of ''Pass-Key'' on other models and the similarity of design and functionality of the ''Passlock'' antitheft device to the ''Pass-Key'' and ''Pass-Key II'' devices, GM believes that the agency should determine that the ''Passlock'' device will be at least as effective in reducing and deterring motor vehicle theft as the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541).

Based on comparison of the reduction in theft rates of Corvettes using a passive antitheft system and audible/visible alarm with the reduction in theft rates for Chevrolet Camaro and Pontiac Firebird models equipped with a passive antitheft device without an alarm, GM believes that an alarm or similar attention attracting device is not necessary and does not compromise the antitheft performance of these systems.

The agency notes that the reason that the vehicle lines whose theft data GM cites in support of its petition received only a partial exemption from parts-marking was that the agency did not believe that the antitheft system on these vehicles (''Pass-key'' and ''Pass-Key II'') by itself would be as effective as parts-marking in deterring theft because it lacked an alarm system. On that basis, it decided to require GM to mark the vehicle's most interchangeable parts (the engine and the transmission), as a supplement to the antitheft device. Like those earlier antitheft systems GM used, the new ''Passlock'' device on which this petition is based also lacks an alarm system. Accordingly, it cannot perform one of the functions listed in 49 CFR Part 542.6(a)(3), that is, to call attention to unauthorized attempts to enter or move the vehicle.

Since deciding those petitions, however, the agency became aware that theft data shows declining theft rates for GM vehicles equipped with either version of the ''Pass-key'' system. Based on that data, it concluded that the lack of a visual or audio alarm had not prevented the antitheft system from being effective protection against theft and granted two GM petitions for full exemptions for car lines equipped with ''Pass-Key II''. See 60 FR 25939 (May 15, 1995) (grant in full of petition for Chevrolet Lumina and Buick Regal car lines equipped with ''Pass-Key II''); and 58 FR 44874 (grant in full of petition for exemption of Buick Riviera and Oldsmobile Aurora car lines equipped with ''Pass-Key II''). In both of those instances, the agency concluded that a full exemption was warranted because ''Pass-Key II'' had shown itself as likely as parts-marking to be effective protection against theft despite the absence of a visual or audio alarm.

The agency concludes that, given the similarities between the ''Passlock'' device and the ''Pass-Key'' and ''Pass-Key II'' systems, it is reasonable to assume that ''Passlock'', like those systems, will be as effective as parts-marking in deterring theft. Accordingly, it has granted this petition for exemption in full and will not require any parts to be marked on the Pontiac Sunfire car line beginning with MY 1998.

The agency believes that the device will provide the types of performance listed in 49 CFR Part 543.6(a)(3): promoting activation; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

As required by 49 U.S.C. 33106 and 49 CFR Part 543.6(a) (4) and (5), the agency finds that GM has provided adequate reasons for its belief that the antitheft device will reduce and deter theft. This conclusion is based on the information GM provided about its antitheft device. This confidential information included a description of reliability and functional tests conducted by GM for the antitheft device and its components.

For the foregoing reasons, the agency hereby grants in full GM's petition for exemption for the MY 1998 Pontiac

Sunfire car line from the parts-marking requirements of 49 CFR Part 541.

If GM decides not to use the exemption for this line, it must formally notify the agency, and, thereafter, the line must be fully marked as required by 49 CFR Parts 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if GM wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Part 543.7(d) states that a Part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device on which the line's exemption is based. Further, § 543.9(c)(2) provides for the submission of petitions ''to modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption.'' The agency wishes to minimize the administrative burden which § 543.9(c)(2) could place on exempted vehicle manufacturers and itself.

The agency did not intend in drafting Part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be *de minimis.* Therefore, NHTSA suggests that if the manufacturer contemplates making any changes the effects of which might be characterized as *de minimis*, it should consult the agency before preparing and submitting a petition to modify.

Authority: 49 U.S.C. 33106; delegation of authority at 49 CFR 1.50.

Issued on: April 21, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 97–10674 Filed 4–24–97; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Bureau of Alcohol, Tobacco and Firearms

Proposed Collection; Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104–13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Bureau of Alcohol, Tobacco and Firearms within the Department of the Treasury is soliciting comments concerning the Requisition For Revised ATF F 4473, Part 1 and ATF F 5300.35.

DATES: Written comments should be received on or before June 24, 1997 to be assured of consideration.

ADDRESSES: Direct all written comments to Bureau of Alcohol, Tobacco and Firearms, Linda Barnes, 650 Massachusetts Avenue, NW., Washington, DC 20226, (202) 927–8930.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to Dirck Harris, Document Services Branch, 650 Massachusetts Avenue, NW., Washington, DC 20226, (202) 927–8930.

SUPPLEMENTARY INFORMATION:

Title: Requisition For Revised ATF F 4473, Part 1 and ATF F 5300.35.

OMB Number: 1512–0538.

Form Number: ATF F 1370.2A.

Abstract: This form is used by the general public to request and obtain two revised forms from the Bureau of ATF Distribution Center. The information requested on the form is necessary to fill orders properly and promptly. Without the use of this form, the general public would have to request forms and publications from the Bureau using any number of different vehicles, including postcards, letters, etc.

Current Actions: There are no changes to this information collection and it is being submitted for extension purposes only.

Type of Review: Extension.

Affected Public: Business or other for-profit.

Estimated Number of Respondents: 125,000.

Estimated Time Per Respondent: 2 minutes.

Estimated Total Annual Burden Hours: 4,167.

Request For Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: April 21, 1997.

John W. Magaw,

Director.

[FR Doc. 97–10751 Filed 4–24–97; 8:45 am]

BILLING CODE 4810–31–P

DEPARTMENT OF THE TREASURY

Bureau of Alcohol, Tobacco and Firearms

[Notice No. 850]

Commerce in Explosives; List of Explosive Materials

Pursuant to the provisions of section 841(d) of Title 18, United States Code, and 27 CFR 55.23, the Director, Bureau of Alcohol, Tobacco and Firearms, must publish and revise at least annually in the **Federal Register**, a list of explosives determined to be within the coverage of 18 U.S.C. Chapter 40, Importation, Manufacture, Distribution, and Storage of Explosive Materials. This chapter covers not only explosives, but also blasting agents and detonators, all of which are defined as explosive materials in section 841(c) of Title 18, United States Code. Accordingly, the following is the 1997 List of Explosive Materials subject to regulation under 18 U.S.C. Chapter 40, which includes both the list of explosives (including detonators) required to be published in the **Federal Register** and blasting agents. The list is intended to also include any and all mixtures containing any of the materials on the list. Materials constituting blasting agents are marked by an asterisk. While the list is comprehensive, it is not all inclusive. The fact that an explosive material may not be on the list does not mean that it is not within the coverage of the law if it otherwise meets the statutory definitions in section 841 of Title 18, United States Code. Explosive materials are listed alphabetically by their common names followed by chemical names and synonyms in brackets. This revised list supersedes the List of Explosive Materials dated May 9, 1996, FR, Vol. 61, No. 91, and will be effective as of the date of publication in the **Federal Register**.