SMALL BUSINESS ADMINISTRATION

[License No. 02/04–5151]

Venture Opportunities Corporation; Notice of Surrender of License

Notice is hereby given that Venture Opportunities Corporation (''Venture'') 425 East 58th Street, New York, New York 10022 has surrendered its license to operate as a small business investment company under the Small Business Investment Act of 1958, as amended (''the Act''). Venture was licensed by the U.S. Small Business Administration on December 1, 1978.

Under the authority vested by the Act and pursuant to the regulations promulgated thereunder, the surrender of the license was accepted on March 29, 2001, and accordingly, all rights, privileges, and franchises derived therefrom have been terminated.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Dated: April 2, 2001.

Harry Haskins,

Acting Associate Administrator for Investment.

[FR Doc. 01–8565 Filed 4–6–01; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 3633]

Bureau for International Narcotics and Law Enforcement Affairs Anti-Domestic Violence and Trafficking in Persons Training and Technical Assistance Program

SUMMARY: The Office of Europe, NIS, and Training (INL/ENT) announces an open competition for a two-year assistance award program to increase professionalism and improve the technical capabilities of law enforcement institutions to develop prevention and early intervention strategies to combat domestic violence and trafficking in persons while protecting the human rights victims. This program includes the participation of institutions with relevant training experience (e.g., universities and non-profit organizations) in the delivery of Anti-Domestic Violence and Trafficking in Persons training and technical assistance to prosecutors, judges, police, NGOs, and shelters in Russia, Ukraine, Armenia, Moldova, and Kazakhstan. Applicants may submit a budget of up to $500,000. Cost share is encouraged, but not mandatory.

Application packages are due Thursday, May 10, 2001. Interested applicants may obtain detailed application instructions from the following web site: *www.statebuy.gov*; click on grant opportunities.

For questions, please contact: Linda Gower, Grants Officer, INL/RM/MS, Department of State, Navy Hill South, 2430 E Street, NW., Washington, DC 20520, Tel. 202–766–8774.

Dated: April 3, 2001.

Timothy E. Henderson,

Chief, Management Systems Division, Department of State.

[FR Doc. 01–8647 Filed 4–6–01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2001–7291 Notice 2]

General Motors Corporation; Denial of Application for Determination of Inconsequential Noncompliance

General Motors Corporation (GM) has determined that certain 1996–99 Model Year Chevrolet Astro and GMC Safari vans failed to comply with the requirements of 49 CFR 571.208, Federal Motor Vehicle Safety Standard (FMVSS) No. 208 ''Occupant Crash Protection,'' and filed an appropriate report pursuant to 49 CFR part 573, ''Defect and Noncompliance Information Reports.'' GM also applied to be exempted from the notification and remedy requirements of 49 U.S.C. 30118–30120 on the basis that the noncompliance is inconsequential to motor vehicle safety. See 49 U.S.C. 30118(d) and 30120(h).

Notice of receipt of the application was published on May 26, 2000, and an opportunity afforded for comment (65 FR 34248). This notice denies the application.

The report submitted by GM states that the company has built vans in which the required audible seat belt signal on some 1996–99 Model Year Chevrolet Astro and GMC Safari vans may operate for less than the 4 to 8 seconds time required by FMVSS No. 208. GM believes that the subject vehicles comply with the visual seat belt warning requirement by displaying a continuous warning light for approximately the first 20 seconds and then a flashing light for approximately 55 seconds if the driver belt is not buckled. The subject vehicles, therefore, provide a visual warning signal that exceeds the 60 second duration requirement of S7.3. GM claimed that the 75 seconds for the visual signal provides a considerable enhancement over the 4 to 8 second audio requirement.

GM believes that the subject vehicles provide an enhanced visual seat belt warning indicator to remind the driver to wear a seat belt and that the noncompliance with S7.3 in FMVSS No. 208 is therefore inconsequential to motor vehicle safety. On this basis, GM requests that the noncompliant vehicles be exempted from the notification and remedy provisions of the Safety Act.

According to GM, from June 1996 though January 1999, the company manufactured approximately 461,651 1996, 1997, 1998 and 1999 model year Chevrolet Astro and GMC Safari vans with an audible seat belt warning system that may, in a random manner (1) operate properly, (2) terminate the audible signal in less than the minimum 4 second requirement, or (3) not operate at all.

GM stated that the noncompliance results from a transient signal being generated at the seat belt switch input to the audible signal module when the ignition switch is turned to ''start'' and the seat belt latch mechanism is not fastened. The module may interpret this transient signal input as the seat belt latch mechanism being fastened and thereby terminate the audible tone. This condition is caused by a ground voltage difference between the seat belt switch and the signal module, thus creating a transient signal that the module was not designed to filter. At the time the subject module and associated wiring harness were developed, GM truck engineering did not have a formal requirement for electrical grounding and module input filtering. GM began using a new module and wiring harness in January 1999 that changed this condition.