

**[Public Notice No. 2515]****Notice of Briefing**

The Department of State announces this year's first briefing on U.S. foreign policy economic sanctions programs to be held on Friday, April 25, 1997, from 2:00 p.m. until 3:30 p.m., in the State Department Dean Acheson auditorium, 2201 C Street NW, Washington, DC.

This briefing is a follow-on session to the series of briefings held last year in March, July and December. As in the earlier briefings, Deputy Assistant Secretary for Energy Sanctions and Commodities Bill Ramsay will present an overview of the foreign policy economic sanctions regimes overseen by the State Department's Bureau of Economic and Business Affairs. State Department desk officers will be on hand to discuss country-specific sanctions issues following Ambassador Ramsay's briefing.

Please Note: Persons intending to attend the April 25 briefing must announce this not later than 48 hours before the briefing, and preferably further in advance, to the Department of State by sending a fax to 202-647-3953 (Office of the Coordinator for Business Affairs). The announcement must include name, affiliation, Social Security or passport number and date of birth. The above includes government and non-government attendees. One of the following valid photo ID's will be required for admittance: U.S. driver's license with picture, passport, U.S. government ID (company ID's are no longer accepted by Diplomatic Security). Enter from the 23rd Street entrance.

Dated: March 5, 1997.

Christopher Szymanski,

*Deputy Coordinator for Business Affairs.*

[FR Doc. 97-6227 Filed 3-11-97; 8:45 am]

BILLING CODE 4710-01-M

**DEPARTMENT OF TRANSPORTATION****Aviation Proceedings; Agreements Filed During the Week Ending 2/28/97**

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days of date of filing.

*Docket Number:* OST-97-2151.

*Date filed:* February 24, 1997.

*Parties:* Members of the International Air Transport Association.

*Subject:*

PTC3 Telex Mail Vote 858  
Special Passenger Amending Reso  
from Japan

Intended effective date: April 1, 1997.

*Docket Number:* OST-97-2157.

*Date filed:* February 26, 1997.

*Parties:* Members of the International Air Transport Association.

*Subject:*

COMP Mail Vote 857 (as amended)

Zimbabwe-Middle East/TC3 Reso 010i

Intended effective date: April 1, 1997.

*Docket Number:* OST-97-2158.

*Date filed:* February 26, 1997.

*Parties:* Members of the International Air Transport Association.

*Subject:*

PTC2 AFR 0007 dated February 14,  
1997.

Within Africa Resos r1-24

Minutes—PTC2 AFR 0008 dated

February 21, 1997

Tables—PTC2 AFR Fares 0004 dated  
February 25, 1997

Intended effective date: April 1, 1997.

*Docket Number:* OST-97-2163.

*Date filed:* February 28, 1997.

*Parties:* Members of the International Air Transport Association.

*Subject:*

PTC1 Telex Mail Vote 860

Argentina-Bolivia Fares

r-1—041d r-3—061d

r-2—051d r-4—070j

Intended effective date: March 16,  
1997.

*Docket Number:* OST-97-2164.

*Date filed:* February 28, 1997.

*Parties:* Members of the International Air Transport Association.

*Subject:*

COMP Cargo Telex Reso 033f

Local Currency Rate Changes-Hungary

Intended effective date: April 1, 1997.

Paulette V. Twine,

*Chief, Documentary Services.*

[FR Doc. 97-6044 Filed 3-11-97; 8:45 am]

BILLING CODE 4910-62-P

**Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending February 28, 1997**

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-97-2147.

*Date filed:* February 24, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 24, 1997.

*Description:* Application of Alaska Seaplane Service, pursuant to 49 U.S.C. Section 41101 and Subpart Q of the Regulations, applies for a certificate of public convenience and necessity for an indefinite term to perform scheduled, interstate air transportation of persons, property and mail.

*Docket Number:* OST-97-2148.

*Date filed:* February 24, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 24, 1997.

*Description:* Application of American International Airways, Inc., pursuant to 49 U.S.C. Section 41102 and Subpart Q of the Department's Procedural Rules, applies for certificate authority authorizing it to provide scheduled foreign air transportation of property and mail between a point or points in the United States and a point or points in Belize, El Salvador, Guatemala, Honduras, Nicaragua and Panama.

*Docket Number:* OST-97-2149.

*Date filed:* February 24, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 24, 1997.

*Description:* Application of Alaska Airlines, Inc., pursuant to 49 U.S.C. Section 41101 and Subpart Q of the Regulations, requests a certificate of public convenience and necessity authorizing Alaska to engage in the scheduled foreign air transportation of persons, property and mail between any point in the territory of the United States, on the one hand, and any point in the territory of Canada, on the other hand.

*Docket Number:* OST-97-2156.

*Date filed:* February 25, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 25, 1997.

*Description:* Supplement No. 1 to the Application of Federal Express Corporation (as successor in interest to The Flying Tiger Line, Inc.), pursuant to 49 U.S.C. Section 41102 and Subpart Q, furnishing updated information and requesting an extension of the existing U.S.-Venezuela certificate authority for a period of five years, through March 15, 2002.

*Docket Number:* OST-97-2166.

*Date filed:* February 28, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 28, 1997.

*Description:* Application of Premier A/S, pursuant to 49 U.S.C. Section 41302, and Subpart Q of the

Regulations, applies for a foreign air carrier permit authorizing charter air transportation of persons, property and mail between a point or points in Denmark, Norway, and Sweden, on the one hand, and a point or points in the United States, on the other hand, and other charters subject to Part 212 of the Department of Transportation's Regulations.

Paulette V. Twine,

*Chief, Documentary Services.*

[FR Doc. 97-6043 Filed 3-11-97; 8:45 am]

BILLING CODE 4910-62-P

## National Highway Traffic Safety Administration

[Docket No. 95-20; Notice 4]

### Child Safety Seats; Settlement Agreement Between General Motors and U.S. Department of Transportation

**AGENCY:** National Highway Traffic

Safety Administration (NHTSA), DOT.

**ACTION:** Notice; request for certifications.

**SUMMARY:** This notice, the fourth and final of its kind, describes a settlement agreement between General Motors (GM) and the U.S. Department of Transportation (DOT), under which GM agreed to donate funds to one or more qualified national organizations for the purchase and distribution of child safety seats. Organizations that wish to receive such funds are required to certify in writing that they are qualified, in accordance with criteria established in the agreement. To qualify, organizations must demonstrate that they are national in scope, and they must submit a plan showing they are prepared to purchase and distribute child safety seats within 120 days of their receipt of the funds. They must also meet other requirements. Organizations are strongly encouraged to form partnerships and work collaboratively for the purpose of applying for funds. If organizations plan to work collaboratively, they should submit a single combined certification.

This notice requests that organizations submit certifications and it describes the criteria they must meet and the information they must submit with their certifications to be eligible to receive these funds. Similar notices were published in the Federal Register on March 31 and June 29, 1995, and on March 29, 1996. As a result of the March 1995 notice, six organizations were determined by NHTSA to be qualified and were selected by GM to receive a total of \$2 million for the purchase and distribution of child safety seats. As a result of the June 1995 notice, six organizations were determined by

NHTSA to be qualified and three were selected by GM to receive a total of \$2 million for the purchase and distribution of child safety seats. As a result of the March 1996 notice, four organizations were determined by NHTSA to be qualified and were selected by GM to receive a total of \$2 million for the purchase and distribution of child safety seats.

As a result of today's notice, one or more organizations will be determined by NHTSA to be qualified and will be selected by GM to receive the final \$2 million in donations for the purchase and distribution of child safety seats under the settlement agreement.

**DATE:** Certifications must be received no later than May 12, 1997.

**ADDRESS:** Certifications should be submitted to: Office of Communication and Outreach, NTS-22, Room 5118, 400 Seventh Street, S.W., Washington, D.C. 20590.

**FOR FURTHER INFORMATION CONTACT:** Ms. Cheryl Neverman, National Outreach Division, NTS-22, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone (202) 366-2683.

#### SUPPLEMENTARY INFORMATION:

##### DOT/GM Settlement Agreement

On December 2, 1994, then Secretary of Transportation Federico Peña announced that DOT and GM had agreed in principle to a resolution of the investigation by the National Highway Traffic Safety Administration (NHTSA) into an alleged defect related to motor vehicle safety in certain 1970-1991 GM C/K pickup trucks. The terms of the resolution were finalized in a separate agreement that was executed between GM and DOT on March 7, 1995.

Under the terms of the agreement, GM agreed to provide funds over a period of five years to support highway safety research and programs that will prevent motor vehicle deaths and injuries.

In the area of child safety, GM agreed to donate \$8,000,000 to qualified organizations for the purchase and distribution of child safety seats. The agreement provided that, of this amount, \$4,000,000 will be donated during the first year after the date of the agreement (approximately \$1,000,000 each quarter) and \$4,000,000 will be donated over the next four years (at approximately the rate at which DOT expends funds for the development and support of child safety seat loaner and give-away programs during that period). The seats will be directed to underserved low income and special needs populations.

The agreement between GM and DOT provides:

DOT shall identify, on an ongoing basis so as to facilitate timely GM donations, qualified organizations which DOT in its sole discretion deems appropriate to receive donations from GM for the purchase and distribution of child safety seats. GM, in its sole discretion, shall select from the list of qualified organizations provided by DOT, the organization(s) to which it will donate funds, and shall decide the exact amount of funds that each such organization will receive.

The agreement provides further that any organization that is interested in being identified as a "qualified organization" must certify to DOT in writing that it will meet a number of criteria set forth in the agreement.

NHTSA estimates that these funds will allow for the purchase and distribution of between 125,000 and 200,000 child safety seats for needy families which, in turn, will save at least 50 lives and prevent approximately 6,000 injuries.

#### Child Safety

There are approximately 25 million young children under the age of eight years old who need the protection of child safety seats. One fourth of these children come from families that are below the poverty level.

As many as 3 million children in low-income families do not have access to adequate child safety seats. An additional 3 million children or more have access to child safety seats but, for a variety of reasons, are not being secured in these seats properly. Additionally, children with special transportation needs, such as children with disabilities, often require uniquely designed child safety seats that are too expensive for most families of low or average income to afford.

For these and other reasons, millions of children ride each day either unprotected or inadequately protected by child safety seats. A disproportionate number of these children are from low income or rural families or from culturally diverse populations.

To increase child safety seat usage, child safety seats must be made more readily available, particularly to underserved low income and special needs families. These families must also be motivated to use child safety seats and educated about their proper usage.

An effective child safety seat program can reach, and have a major positive impact on, large numbers of children as well as their families. To be most effective, however, the program must ensure that seats are distributed primarily to the populations most at risk, including underserved low income