

Air pollution control, Hazardous substances, Intergovernmental relations.

Authority: 42 U.S.C. 7401, *et seq.*

Dated: February 7, 1997.

Michelle D. Jordan,

Acting Regional Administrator.

[FR Doc. 97-8184 Filed 3-31-97; 8:45 am]

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40 CFR Part 63

[IN74-1(b); FRL-5687-9]

Approval of Section 112(l) Program of Delegation; Indiana

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The EPA proposes to approve the request for delegation of the Federal air toxics program contained within 40 CFR Parts 61 and 63 pursuant to section 112(l) of the Clean Air Act (CAA) of 1990. The USEPA made a finding of completeness in a letter dated February 29, 1996. This request for approval of a mechanism of delegation encompasses all sources not covered by the Part 70 program. In the final rules section of this **Federal Register**, the EPA is approving these actions as a direct final rule without prior proposal because EPA views these as noncontroversial actions and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule, no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on the proposed rule. The EPA will not institute a second comment period on this document. Any parties interested in commenting on this document should do so at this time.

DATES: Comments on this proposed rule must be received on or before May 1, 1997.

ADDRESSES: Written comments should be mailed to: Sam Portanova, Environmental Engineer, U.S. Environmental Protection Agency, Region 5, Air and Radiation Division, Air Programs Branch, Permits and Grants Section, 77 West Jackson Boulevard (AR-18J), Chicago, Illinois 60604.

Copies of the State submittal and USEPA's analysis of it are available for inspection at: U.S. Environmental Protection Agency, Region 5, Air and Radiation Division, Air Programs

Branch (AR-18J), Permits and Grants Section, 77 West Jackson Boulevard, Chicago, Illinois 60604.

FOR FURTHER INFORMATION CONTACT: Sam Portanova, Environmental Engineer, 77 West Jackson Boulevard (AR-18J), Chicago, Illinois 60604, (312) 886-3189.

SUPPLEMENTARY INFORMATION: For additional information see the direct final rule published in the rules section of this **Federal Register**.

Dated: January 28, 1997.

David A. Ullrich,

Acting Regional Administrator.

[FR Doc. 97-8182 Filed 3-31-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 74-14; Notice 115]

Federal Motor Vehicle Safety Standards; Occupant Crash Protection

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

ACTION: Extension of comment period for a request for comments.

SUMMARY: This document extends the comment period on a request for comments concerning a petition from U.S. Senator Dirk Kempthorne to amend the agency's automatic occupant protection standard. The standard includes provisions specifying the use of unbelted as well as belted dummies in testing air bag-equipped vehicles. The petition asks that the agency impose a moratorium on testing with unbelted dummies. In its request for comments, the agency sought public comments on the benefits and disbenefits of eliminating the unbelted test. In response to a petition from the Association of International Automobile Manufacturers, Inc., the agency is extending the comment period from March 31, 1997 to June 2, 1997.

DATES: Comments on Docket 74-14, Notice 113 must be received by June 2, 1997.

ADDRESSES: Comments should refer to Docket 74-14, Notice 113 and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. (Docket Room hours are: 9:30 a.m.-4:00 p.m., Monday through Friday.)

FOR FURTHER INFORMATION CONTACT: For information about air bags and related rulemakings: Visit the NHTSA web site at <http://www.nhtsa.dot.gov> and select AIR BAGS: Information about air bags.

For non-legal issues: Clarke Harper, Chief, Light Duty Vehicle Division, NPS-11, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-2264. Fax: (202) 366-4329.

For legal issues: J. Edward Glancy, Office of Chief Counsel, NCC-20, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-2992. Fax: (202) 366-3820.

SUPPLEMENTARY INFORMATION: On February 27, 1997, NHTSA published in the **Federal Register** (62 FR 8917) a request for comments concerning a petition from U.S. Senator Dirk Kempthorne. The petitioner requested the agency to amend Standard No. 208, *Occupant Crash Protection*, to impose a moratorium on testing with unbelted dummies. The petition was submitted in response to the deaths of young children and of drivers, primarily short-statured women, as a result of air bag deployments in low speed crashes. The petitioner believes that the necessity of meeting the unbelted test requirement is adversely affecting current air bag designs and causing these deaths. The petitioner also believes that the requirement is preventing vehicle manufacturers from optimizing air bag designs for belted occupants.

The agency noted in the request for comments that it has concluded that section 2508 of the Intermodal Surface Transportation Efficiency Act of 1991 precludes it from eliminating the unbelted test requirement. However, since the agency is interested in all potential solutions to the air bag deaths and since the agency can recommend legislative changes to Congress, the agency sought public comment on the benefits and disbenefits of eliminating the unbelted test. The agency provided a 30-day comment period.

On March 19, 1997, the Association of International Automobile Manufacturers, Inc. (AIAM) petitioned for an extension in the comment period. AIAM noted that it has stated a preference for eliminating the unbelted dummy test, but stated that it cannot generate a thorough and quantitative response in the time allotted. AIAM stated that it believes the questions raised in the request for comments should be addressed thoroughly because they are fundamental to the long-term direction of occupant protection and related regulatory requirements.