

Good cause is hereby found for not utilizing notice and public comment procedure thereon prior to the issuance of these determinations as prescribed in 5 U.S.C. 553 and not providing for delay in the effective date as prescribed in that section, because the necessity to issue current construction industry wage determinations frequently and in large volume causes procedures to be impractical and contrary to the public interest.

General wage determination decisions, and modifications and supersedes decisions thereto, contain no expiration dates and are effective from their date of notice in the **Federal Register**, or on the date written notice is received by the agency, whichever is earlier. These decisions are to be used in accordance with the provisions of 29 CFR parts 1 and 5. Accordingly, the applicable decision, together with any modifications issued, must be made a part of every contract for performance of the described work within the geographic area indicated as required by an applicable Federal prevailing wage law and 29 CFR part 5. The wage rates and fringe benefits, notice of which is published herein, and which are contained in the Government Printing Office (GPO) document entitled "General Wage Determinations Issued Under The Davis-Bacon And Related Acts," shall be the minimum paid by contractors and subcontractors to laborers and mechanics.

Any person, organization, or governmental agency having an interest in the rates determined as prevailing is encouraged to submit wage rate and fringe benefit information for consideration by the Department. Further information and self-explanatory forms for the purpose of submitting this data may be obtained by writing to the U.S. Department of Labor, Employment Standards Administration, Wage and Hour Division, Division of Wage Determinations, 200 Constitution Avenue, NW., Room S-3014, Washington, DC 20210.

Modification to General Wage Determinations Decisions

The number of decisions listed in the Government Printing Office document entitled "General Wage Determinations Issued Under the Davis-Bacon and Related Acts" being modified are listed by Volume and State. Dates of publication in the **Federal Register** are in parentheses following the decisions being modified.

Volume I
None

Volume II

None

Volume III

Georgia

GA940003 (Feb. 11, 1994)
GA940022 (Feb. 11, 1994)
GA940040 (Feb. 11, 1994)
GA940050 (Feb. 11, 1994)
GA940065 (Feb. 11, 1994)
GA940073 (Feb. 11, 1994)

Volume IV

Michigan

MI940001 (Feb. 11, 1994)
MI940002 (Feb. 11, 1994)
MI940003 (Feb. 11, 1994)
MI940004 (Feb. 11, 1994)
MI940005 (Feb. 11, 1994)
MI940007 (Feb. 11, 1994)
MI940012 (Feb. 11, 1994)
MI940031 (Feb. 11, 1994)
MI940046 (Feb. 11, 1994)
MI940047 (Feb. 11, 1994)

Minnesota

MN940005 (Feb. 11, 1994)
MN940007 (Feb. 11, 1994)
MN940008 (Feb. 11, 1994)
MN940015 (Feb. 11, 1994)
MN940027 (Mar. 25, 1994)
MN940039 (Mar. 25, 1994)
MN940058 (Sep. 02, 1994)
MN940059 (Sep. 02, 1994)
MN940061 (Dec. 02, 1994)

Volume V

Missouri

MO940001 (Feb. 11, 1994)
MO940003 (Feb. 11, 1994)
MO940006 (Feb. 11, 1994)
MO940009 (Feb. 11, 1994)
MO940010 (Feb. 11, 1994)
MO940013 (Feb. 11, 1994)
MO940016 (Feb. 11, 1994)
MO940017 (Feb. 11, 1994)
MO940019 (Feb. 11, 1994)
MO940043 (Feb. 11, 1994)
MO940048 (Apr. 01, 1994)
MO940049 (Apr. 01, 1994)
MO940052 (Apr. 22, 1994)
MO940057 (Apr. 29, 1994)
MO940059 (Apr. 29, 1994)
MO940063 (Apr. 29, 1994)
MO940064 (May 06, 1994)
MO940070 (May 13, 1994)
MO940073 (May 13, 1994)
MO940076 (May 13, 1994)
MO940077 (May 20, 1994)
MO940078 (May 20, 1994)
MO940079 (May 20, 1994)

Nebraska

NE940001 (Feb. 11, 1994)
NE940003 (Feb. 11, 1994)
NE940011 (Feb. 11, 1994)
NE940058 (Jul. 29, 1994)

Volume VI

California

CA940001 (Feb. 11, 1994)
CA940002 (Feb. 11, 1994)
CA940004 (Feb. 11, 1994)

General Wage Determination Publication

General wage determinations issued under the Davis-Bacon and related Acts,

including those noted above, may be found in the Government Printing Office (GPO) document entitled "General Wage Determinations Issued Under The Davis-Bacon and Related Acts". This publication is available at each of the 50 Regional Government Depository Libraries and many of the 1,400 Government Depository Libraries across the country. Subscriptions may be purchased from: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, (202) 783-3238.

When ordering subscription(s), be sure to specify the State(s) of interest, since subscriptions may be ordered for any or all of the six separate volumes, arranged by State. Subscriptions include an annual edition (issued in January or February) which included all current general wage determinations for the States covered by each volume. Throughout the remainder of the year, regular weekly updates will be distributed to subscribers.

Signed at Washington, D.C. this 6th day of January 1995.

Alan L. Moss,

Director, Division of Wage Determination.

[FR Doc. 95-664 Filed 1-12-95; 8:45 am]

BILLING CODE 4510-27-M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 95-003]

National Environmental Policy Act; Aerodynamic and Propulsion Testing at Ames Research Center

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Notice of intent to prepare an environmental impact statement (EIS) and conduct scoping for proposed aerodynamic and propulsion testing in the National Full-Scale Aerodynamics Complex at Ames Research Center.

SUMMARY: Pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. 4321 *et seq.*), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-1508), and NASA policy and regulations (24 CFR part 1216 subpart 1216.3), NASA intends to prepare an EIS for aerodynamic and propulsion testing (hereinafter referred to as the "Testing Program") at Ames Research Center. This EIS will (1) serve as programmatic EIS for NASA's future Testing Program activities at Ames Research Center; (2) address specifically a requirement for tests in support of the

Department of Defense X-32 Common Affordable Lightweight Fighter (CALF) Program in 1995 and 1996; and (3) address specifically a possible requirement for future testing in support of the NASA High Speed Research (HSR) Program.

Better performance and decreased operational costs are necessary for critical components of future generations of high performance military and civil aircraft development programs. The overall purpose of the Testing Program is to support these development programs. The Testing Program is proposed to occur in the 40- by 80-Foot Wind Tunnel, the 80- by 120-Foot Wind Tunnel, and/or the Outdoor Aerodynamic Research Facility (OARF) of the National Full-Scale Aerodynamics Complex (NFAC) at NASA Ames Research Center, Moffett Field, California.

DATES: Interested parties are invited to submit written comments to NASA on or before February 27, 1995 to ensure full consideration during the scoping process.

ADDRESSES: Comments should be addressed to Jerry Kirk, Special Assistant for Integration, Aeronautical Test and Simulation Division, Code AO, Mail Stop 247-3, NASA Ames Research Center, Moffett Field, CA 94035-1000.

FOR FURTHER INFORMATION CONTACT: Jerry Kirk, 415-604-5045.

SUPPLEMENTARY INFORMATION: Better performance and decreased operational costs are necessary and critical components of future generations of high performance military and civil aircraft development programs. High performance aircraft share common requirements for testing with propulsion systems of very high thrust and increased jet exhaust velocities, which will tend to produce noise levels greater than present airplanes. These include new vertical take-off and landing fighter jets, as well as future generation supersonic civil transports

The key to the successful development of these future generation aircraft is testing of the actual propulsion systems installed in full-scale models. The NFAC at Ames Research Center is the only test facility in the world which has this capability. Successful results from such tests would provide a key capability for ensuring the long term dominance of U.S. aircraft in both the military environment and commercial marketplace. Currently proposed Testing Program activities for the NFAC include the X-32 CALF Program. There is also a reasonable probability that the Testing Program

could include testing to support the High Speed Research (HSR) Program.

It is important to note that the specific tests discussed in the EIS may be representative of future test requirements not specifically identified to date. Therefore, this programmatic EIS will serve as a baseline document for the environmental evaluation of subsequent testing at Ames Research Center. This EIS will address common elements of such testing in a single document and will provide detailed information on each aspect of the Test Program to the extent that such data are available.

The X-32 CALF Program is a part of the Joint Advanced Strike Technology (JAST) program. The JAST team is comprised of members from the Advanced Research Projects Agency (ARPA), the U.S. Air Force, the U.S. Navy, the U.S. Marines, NASA, and the United Kingdom. The goal of the X-32 CALF Program is to develop one aircraft that meets the Department of Defense's multi-service requirements for a next-generation supersonic jet fighter. The High Speed Research (HSR) Program is intended to develop the technology base required to produce an environmentally friendly, economically viable supersonic cruise commercial jet transport. It is anticipated that some of the tests would generate noise levels beyond the Ames Research Center boundaries exceeding those currently produced.

Programmatic and test specific alternatives for this proposed testing include, but are not necessarily limited to: (1) alternative daily time periods for typical testing activities; (2) modifying the testing procedures to reduce the noise levels; (3) testing at a location other than Ames Research Center; and (4) elimination of the proposed Testing Program ("no action").

The EIS will consider the potential environmental impacts associated with this Testing Program. Particular emphasis will be placed on potentially incurred noise impacts associated with the testing. Consideration will be given to the noise impact caused by running the tests at different times (daytime versus evening hours) and for varying lengths of time. NASA also plans to conduct consultation with the U.S. Fish and Wildlife Service regarding potential impacts to any threatened or endangered species in the Stevens Creek corridor adjacent to Ames Research Center.

Public scoping meeting(s) will be held during the public scoping period identified above. The specific meeting time(s) and location(s) will be published in the San Jose Mercury News

and La Oferta Review in a timely manner. The meeting schedule can also be obtained from Jerry Kirk at the address or telephone number provided above.

Written public input and comments on environmental issues or concerns related to the proposed Testing Program, including, but not limited to, program and test-specific alternatives, noise, as well as any other environmental concerns, are hereby solicited.

Dated: January 9, 1995.

Benita A. Cooper,

Associate Administrator for Management Systems and Facilities.

[FR Doc. 95-940 Filed 1-12-95; 8:45 am]

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[Notice (95-002)]

NASA Advisory Council; Task Force on Shuttle-Mir Rendezvous and Docking Missions; Meeting

AGENCY: National Aeronautics and Space Administration.

ACTION: Notice of meeting.

SUMMARY: In accordance with the Federal Advisory Committee Act, Pub. L. 92-463, as amended, the National Aeronautics and Space Administration announces a meeting of the NASA Advisory Council, Task Force on Shuttle-Mir Rendezvous and Docking Missions.

DATE: February 19, 1995, 10 a.m. to 5:30 p.m.

ADDRESS: National Aeronautics and Space Administration, 2 Independence Square, Room 9H40, Washington, DC 20546.

FOR FURTHER INFORMATION CONTACT: Mr. William L. Vantine, Code M, National Aeronautics and Space Administration, Washington, DC 20546, 202/358-1698.

SUPPLEMENTARY INFORMATION: The meeting will be open to the public up to the seating capacity of the room. The agenda for the meeting is as follows:

—Review the upcoming Shuttle-Mir missions from the following perspectives: training, operations, rendezvous and docking.

It is imperative that the meeting be held on this date to accommodate the scheduling priorities of the key participants. Visitors will be requested to sign a visitor's register.

Dated: January 9, 1995.

Timothy M. Sullivan,

Advisory Committee Management Officer.

[FR Doc. 95-941 Filed 1-12-95; 8:45 am]

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