

or additional information on Industry Day activities and on events scheduled by other groups to coincide with Industry Day, or to submit written recommendations for agenda discussion topics, contact Lieutenant Amy B. Kritz or Lieutenant Commander Patrick G. Gerrity, Commander (mpb), Second Coast Guard District, 1222 Spruce Street, Room 2.102G, St. Louis, Missouri 63103-2832. Please forward your registration forms to: Frontenac Hilton Hotel, Attn: Reservations, c/o Tanya Reichman, 1335 S. Lindbergh, St. Louis, Missouri 63131.

FOR FURTHER INFORMATION CONTACT: Lieutenant Amy B. Kritz or Lieutenant Commander Patrick G. Gerrity, Commander (mpb), Second Coast Guard District, 1222 Spruce Street, Room 2.102G, St. Louis, Missouri 63103-2832. The telephone number is: (314) 539-2655.

SUPPLEMENTARY INFORMATION: Industry Day is designed to provide an open exchange of information, ideas, and opinions on matters of mutual interest or concern to the inland marine community and the Coast Guard. Industry Day activities will be held at the Frontenac Hilton Hotel, 1335 South Lindbergh Blvd., St. Louis, Missouri. The schedule of events follows:

Wednesday, 15 March

5:00-7:00 p.m.—Registration for early arrivals.

Thursday, 16 March

7:30 a.m.—Registration continues.

8:30 a.m.—General Session: Opening comments and Selected Presentations.

10:00 a.m.—Panel Discussions: Two separate small group panels will focus on waterways management and environmental issues.

12:00 p.m.—Luncheon.

1:30 p.m.—Two separate small group panels will focus on towing vessel issues and passenger vessel issues.

4:30 p.m.—Industry Day concludes.

Advance registration and payment of a \$27.00 conference fee is required. The fee includes luncheon and refreshments.

Persons interested in attending Industry Day may request registration forms or additional information on the Industry Day activities and on events scheduled by other groups to coincide with Industry Day from the address provided in the Addresses section of this notice. Persons interested in submitting written recommendations for agenda discussion topics should mail their recommendations directly to Commander (mpb), also at the address provided in the Addresses section of this notice.

Completed registration forms and fees should be mailed directly to the Frontenac Hilton Hotel, Attn: Reservations, c/o Tanya Reichman, 1335 S. Lindbergh, St. Louis, Missouri 63131. Registration forms and fees must be received by February 21, 1995.

Paul M. Blayney,

Rear Admiral, United States Coast Guard, Commander, Second Coast Guard District.

[FR Doc. 95-3547 Filed 2-10-95; 8:45 am]

BILLING CODE 4910-14-M

Federal Railroad Administration

Northeast Corridor Safety Committee; Public Meeting

Pursuant to Section 11 of the Rail Safety Improvement Act of 1988 (Pub. L. 100-342), notice is hereby given that a public meeting of the Northeast Corridor Safety Committee will be held on March 1, 1995, at 10 a.m. in room 6200 of the Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

The meeting is called for the purpose of providing counsel and advice to the Department of Transportation on safety improvements on the main line of the Northeast Corridor (NEC). The major topics on the agenda are vandalism and trespass prevention. Others may be added and are specifically requested.

Issued in Washington, D.C. on February 6, 1995.

Bruce M. Fine,

Acting Associate Administrator for Safety.

[FR Doc. 95-3486 Filed 2-10-95; 8:45 am]

BILLING CODE 4910-06-M

National Highway Traffic Safety Administration

Annual List of Nonconforming Vehicles Decided To Be Eligible for Importation

AGENCY: National Highway Safety Administration (NHTSA), DOT.

ACTION: Annual list of nonconforming vehicles decided to be eligible for importation.

SUMMARY: This notice lists all vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards that have been decided, as of January 27, 1995, to be eligible for importation into the United States.

FOR FURTHER INFORMATION CONTACT: Ted Bayler, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION: Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic

and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards based on destructive test data or such other evidence as the Secretary of Transportation decides to be adequate.

Under 49 U.S.C. 30141(a)(1) (formerly section 108(c)(3)(C)(i) of the Act), import eligibility decisions may be made "on the initiative of the Secretary of Transportation or on petition of a manufacturer or importer registered under (49 U.S.C. 30141(c))." The Secretary's authority to make these decisions has been delegated to the Administrator of NHTSA under 49 CFR 1.50(a). The Administrator redelegated to the Associate Administrator for Enforcement the authority to grant or deny petitions for import eligibility decisions submitted by motor vehicle manufacturers and registered importers (49 CFR 501.8(g)(3)). Thus far, a number of import eligibility decisions have been made on the Administrator's own initiative, and the Associate Administrator has granted many petitions for such decisions submitted by registered importers.

Under 49 U.S.C. 30141(b)(2) (formerly section 108(c)(3)(C)(iv) of the Act), a list of all import eligibility decisions must be published annually in the **Federal Register**. That list is set forth in Annex A and is current as of January 27, 1995.

Each vehicle on the list is preceded by a vehicle eligibility number. The importer of a vehicle admissible under any eligibility decision must write that number on the Form HS-7 accompanying entry to indicate that the vehicle is eligible for importation. "VSA" eligibility numbers are assigned to all vehicles that are decided to be eligible for importation on the initiative of the Administrator. "VSP" eligibility

numbers are assigned to vehicles that are decided to be eligible under 49 U.S.C. 30141(a)(1)(A), based on a petition from a manufacturer or registered importer which establishes that a substantially similar U.S.-certified vehicle exists. "VCP" eligibility numbers are assigned to vehicles that are decided to be eligible under 49 U.S.C. 30141(a)(1)(B), based on a petition from a manufacturer or registered importer which establishes that the vehicle has safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards. Vehicles for which eligibility decisions have been made are listed in Annex A alphabetically by make. Eligible models within each make are listed numerically by "VSA," "VSP," or "VCP" number.

Under 49 U.S.C. 30112(b)(9) (formerly section 108(i) of the Act), "any motor vehicle that is at least 25 years old" is not subject to importation restrictions. Such vehicles may therefore be

imported into the United States without regard to their compliance with applicable Federal motor vehicle safety standards. Since the importation of a vehicle more than 25 years old is not conditioned on the existence of an eligibility decision, NHTSA has amended its eligibility decisions so that they no longer apply to such vehicles.

Authority: 49 U.S.C. 30141(b)(2); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on February 7, 1995.

William A. Boehly,

Associate Administrator for Enforcement.

Annex A

Vehicles Certified by Their Original Manufacturer as Complying With All Applicable Canadian Motor Vehicle Safety Standards

VSA #

1

- (a) All passenger cars less than 25

- years old that were manufactured before September 1, 1989;
- (b) All passenger cars manufactured on or after September 1, 1989, and before September 1, 1996, which are equipped with an automatic restraint system that complies with Federal Motor Vehicle Safety Standard (FMVSS) No. 208;
- (c) All multipurpose passenger vehicles, trucks, and buses less than 25 years old that were manufactured before September 1, 1991;
- (d) All multipurpose passenger vehicles, trucks, and buses manufactured on and after September 1, 1991, by their original manufacturer to comply with the requirements of FMVSS No. 202 and 208 to which they would have been subject had they been manufactured for sale in the United States; and
- (e) All trailers and motorcycles less than 25 years old.

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET

VSP #	Model type	Model year
Acura		
51	Legend	1988
Alfa Romeo		
44	Spider	1972
70	Spider	1987
76	164	1991
VSA #	Model type	Model year
BMW		
2	1600	1970 through 1971
3	2002	1970 through 1976
4	2000 and 2000A	1970
5	2500 and 2500A	1970 through 1970
6	2800 and 2800A	1970 through 1971
7	2002A	1970 through 1976
8	2800CS and 2800CSA	1970 through 1971
9	2.8 and 2.8A Bavaria	1971
10	2002Ti	1972 through 1974
11	3.0 and 3.0A Bavaria	1972
12	3.0CSi and 3.0CSiA	1972 through 1974
13	3.0S and 3.0SA	1974
14	3.0Si and 3.0SiA	1975
15	530i and 530iA	1975 through 1978
16	320, 320i, and 320iA	1976 through 1985
17	630CSi and 630CSiA	1977
18	633CSi and 633CSiA	1977 through 1984
19	733i and 733iA	1977 through 1984
20	528i and 528iA	1979 through 1984
21	528e and 528eA	1982 through 1988
22	533i and 533iA	1983 through 1984
23	318i and 318iA	1981 through 1989
24	325e and 325eA	1984 through 1987
25	535i and 535iA	1985 through 1989
26	524tdA	1985 through 1986
27	635, 635CSi, and 635CSiA	1979 through 1989
28	737, 735i, and 735iA	1980 through 1989
29	L7	1986 through 1987

VSA #	Model type	Model year
30	325, 325i, 325iA, and 325E	1985 through 1989
31	325is and 325isA	1987 through 1989
32	M6	1987 through 1988
33	325iX and 325iXA	1988 through 1989
34	M5	1988
35	M3	1988 through 1989
66	316	1978 through 1982
67	323i	1978 through 1985
68	520 and 520i	1978 through 1983
69	525 and 525i	1979 through 1982
70	728 and 728i	1977 through 1985
71	730, 730i, and 730iA	1978 through 1980
72	732i	1980 through 1984
73	745i	1980 through 1986
78	All other models except those in the M1 and Z1 series	1970 through 1989

VSP #	Model type	Model year
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BMW

4	518i	1986
5	525i	1989
6	730iA	1988
9	520iA	1989
10	850i	1991
14	728i	1986
15	625CSi	1981
24	730i	1991
25	316	1986
32	628CSi	1980
41	750iL	1993
46	518i	1991
55	859i	1993
57	730i	1993
79	525i	1991-1992
81	750iL	1991

BMW Motorcycle

30	R75/6	1974
58	R100S	1977

VCP #	Model type	Model year
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Bristol Bus

2	VRT Bus—Double Decker	1978-1981
4	VRT Bus—Double Decker	1977

Citroen

1	XM	1990 through 1992
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VSA #	Model type	Model year
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Ferrari

36	308 (all models)	1974 through 1985
37	328 GTS	1985 through 1989
37	328 (all other models)	1985 and 1988 through 1989
38	GTO	1985
39	Testarossa	1987 through 1989
74	Mondial (all models)	1980 through 1989
76	208, 208 Turbo (all models)	1974 through 1988

VSP #	Model type	Model year
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Ferrari

61	365 GTB 4 Daytona	1971
62	365 GT 2+2	1970
86	348TB	1992
100	365 GTB 4 Daytona	1972-1973

VSP #	Model type	Model year	
Honda			
77	Legend	1989	
Honda Motorcycle			
34	VFR750	1990	
Iso Grifo			
88	Lusso	1971	
VSA #	Model type	Model year	
Jaguar			
40	XJS	1980 through 1987	
41	XJ6	1970 through 1986	
VSP #	Model type	Model year	
Jaguar			
47	XJ6	1987	
78	Sovereign	1993	
Jaguar Daimler			
12	Limousine	1985	
Lancia			
82	Fulvia	1971	
Laverda Motorcycle			
37	1000	1975	
VSA #	Model type	Model year	
Mazda			
42	RX7	1978 through 1981	
VSA #	Model type	Model ID	Model year
Mercedes Benz			
43	600	100.012	1970 through 1981
43	600 Long 4dr	100.014	1970 through 1981
43	600 Landaulet	100.015	1970 through 1981
43	600 Long 6dr	100.016	1970 through 1981
44	280 SLC	107.022	1975 through 1981
44	350 SLC	107.023	1972 through 1979
44	450 SLC	107.024	1973 through 1989
44	380 SLC	107.025	1981 through 1989
44	500 SLC	107.026	1978 through 1981
44	300 SL	107.041	1986 through 1988
44	280 SL	107.042	1970 through 1985
44	350 SL	107.043	1971 through 1978
44	450 SL	107.044	1972 through 1989
44	380 SL	107.045	1980 through 1989
44	500 SL	107.046	1980 through 1989
44	420 SL	107.047	1986
44	560 SL	107.048	1986 through 1989
45	280 S	108.016	1970 through 1972
45	280 SE	108.018	1970 through 1972
45	280 SEL	108.019	1970 through 1972
45	280 SE (3.5)	108.057	1970 through 1973
45	280 SEL (3.5)	108.058	1972 through 1973
45	280 SE (4.5)	108.067	1970 through 1972
45	280 SEL (4.5)	108.068	1972
46	300 SEL	109.016	1970 through 1972

VSA #	Model type	Model ID	Model year
46	300 SEL (6.3)	109.018	1970 through 1972
46	300 SEL (4.5)	109.057	1972
47	280S E Coupe	111.024	1970 through 1971
47	280 SE Conv	111.025	1970 through 1971
47	280 SE 3.5 Cp	111.026	1971
47	280 SE 3.5 Cv	111.026	1971
48	230 SL	113.042	1970 through 1971
48	250 SL	113.043	1970 through 1971
48	280 SL	113.044	1970 through 1971
49	230.6	114.015	1970 through 1976
49	250	114.010	1970 through 1976
49	250	114.011	1971 through 1976
49	250 CE	114.022	1970 through 1976
49	250 C	114.023	1970 through 1976
49	280	114.060	1972 through 1976
49	280 E	114.062	1972 through 1976
49	280 CE	114.072	1972 through 1976
49	280 C	114.073	1972 through 1976
50	200	115.015	1976
50	230.4	115.017	1974 through 1976
50	220 D	115.110	1970 through 1976
50	240 D (3.0)	115.114	1974 through 1976
50	240 D	115.117	1974 through 1976
51	280 S	116.020	1973 through 1980
51	280 SE	116.024	1972 through 1988
51	280 SEL	116.025	1972 through 1980
51	350 SE	116.028	1973 through 1980
51	350 SEL	116.029	1972 through 1980
51	450 SE	116.032	1972 through 1980
51	450 SEL	116.033	1972 through 1988
51	450 SEL (6.9)	116.036	1972 through 1988
52	200	123.020	1976 through 1980
52	230	123.023	1976 through 1985
52	250	123.026	1976 through 1985
52	280	123.030	1976 through 1985
52	280 E	123.033	1976 through 1985
52	230 C	123.043	1978 through 1980
52	280 C	123.050	1977 through 1980
52	280 CE	123.053	1977 through 1985
52	230 T	123.083	1977 through 1985
52	280 TE	123.093	1977 through 1985
52	200 D	123.120	1980 through 1982
52	240 D	123.123	1977 through 1985
52	300 D	123.130	1976 through 1985
52	300 D	123.133	1977 through 1985
52	300 CD	123.150	1978 through 1985
52	240 TD	123.183	1977 through 1985
52	300 TD	123.193	1977 through 1985
52	200	123.220	1979 through 1985
52	230 E	123.223	1977 through 1985
52	230 CE	123.243	1980 through 1984
52	230 TE	123.283	1977 through 1985
53	280 S	126.021	1980 through 1983
53	280 SE	126.022	1980 through 1985
53	280 SEL	126.023	1980 through 1985
53	300 SE	126.024	1985 through 1989
53	300 SEL	126.025	1986 through 1989
53	380 SE	126.032	1979 through 1989
53	380 SEL	126.033	1980 through 1989
53	420 SE	126.034	1985 through 1989
53	420 SEL	126.035	1986 through 1989
53	500 SE	126.036	1980 through 1986
53	500 SEL	126.037	1980 through 1989
53	560 SEL	126.039	1986 through 1989
53	380 SE	126.043	1982 through 1989
53	500 SEC	126.044	1981 through 1989
53	560 SEC	126.045	1986 through 1989
53	300 SD	126.120	1981 through 1989
54	190	201.022	1984
54	190 E (2.3)	201.024	1983 through 1989
54	190 E	201.028	1986 through 1989
54	190 E (2.6)	201.029	1986 through 1989
54	190 E 2.3 16	201.034	1984 through 1989
54	190 D (2.2)	201.122	1984 through 1989

VSA #	Model type	Model ID	Model year
54	190 D	201.126	1984 through 1989
55	200	124.020	1985
55	230 E	124.023	1985 through 1987
55	260 E	124.026	1985 through 1989
55	300 E	124.030	1985 through 1989
55	300 CE	124.050	1988 through 1989
55	230 TE	124.083	1985
55	300 TE	124.090	1986 through 1989
55	300 D	124.130	1985 and 1986
55	300 D Turbo	124.133	1985 through 1989
55	300 TD Turbo	124.193	1986 through 1989
77	All other models except Model ID 114 and 115 with sales designations "long," "station wagon," or "ambulance".		1970 through 1989

VSP #	Model type	Model ID	Model year
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Mercedes Benz

1	230 E	124.023	1988
2	230 TE	124.083	1989
3	200 TE	124.081	1989
7	300SL	107.041	1989
11	200E	124.021	1989
17	200D	124.120	1986
18	260SE	126.020	1986
19	230E	124.023	1990
20	230E	124.023	1989
21	300SEL	126.025	1990
22	190E	201.024	1990
23	500SEL	129.066	1989
26	500SE	140.050	1991
27	600SEL	140.057	1992
28	260SE	126.020	1989
31	250C	114.021	1970
33	500SL	129.066	1991
35	500SE	126.036	1988
36	300SEL	109.056	1970
38	250C	114.021	1970
40	300TE	124.090	1990
45	190E	201.024	1991
48	420SEL	126.035	1990
50	500SE	140.050	1992
54	300SL	129.006	1992
56	500E	124.036	1991
60	500SL	129.006	1992
63	500SEL	126.037	1991
64	300CE	124.051	1990
66	500SEC	126.044	1990
67	300SE	140.032	1993
68	300SE	126.024	1990
69	300SE	140.032	1992
71	190E	201.028	1992
74	230E	124.023	1991
75	200E	124.019	1993
83	300CE	124.051	1991
84	230CE	124.043	1991
85	S280	140.028	1994
89	560SEL	126.039	1990
105	260E	124.026	1992

VCP #	Model type	Model ID	Model year
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Mercedes Benz

3	300GE	463.228	1993
5	300GE	463.228	1990-1992, 1994
6	G320		1995

VSP #	Model type	Model year
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MG

90	MGB GT	1971
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VSP #	Model type	Model year
Mitsubishi		
8	Galant VX	1988
13	Galant SUP	1989
VSA #	Model type	Model year
Nissan		
75	Z and 280Z	1973 through 1981
75	Fairlady and Fairlady Z	1975 through 1979
Peugeot		
65	405	1989
Porsche		
56	911 Coupe	1970 through 1989
56	911 Targa	1970 through 1989
56	911 Turbo	1976 through 1989
56	911 Cabriolet	1984 through 1989
56	911 Carrera	1972 through 1989
58	914	1970 through 1976
59	924 Coupe	1976 through 1989
59	924 Turbo Coupe	1979 through 1989
59	924 S	1987 through 1989
60	928 Coupe	1976 through 1989
60	928 S Coupe	1983 through 1989
60	928 S4	1979 through 1989
60	928 GT	1979 through 1989
61	944 Coupe	1982 through 1989
61	944 Turbo Coupe	1985 through 1989
61	944 S Coupe	1987 through 1989
79	All other models except Model 959	1970 through 1989
VSP #	Model type	Model year
Porsche		
29	911 CA	1990
52	911 Carrera	1992
VSA #	Model type	Model year
Rolls Royce		
62	Silver Shadow	1970 through 1979
VSP #	Model type	Model year
Rolls Royce		
16	Bentley	1989
53	Bentley Turbo	1986
72	Corniche	1971
Saab		
59	9000	1988
VSA #	Model type	Model year
Toyota		
63	Camry	1987 through 1988
64	Celica	1987 through 1988
65	Corolla	1987 through 1988
VSP #	Model type	Model year
Toyota		
39	Camry	1989

VSA #	Model type	Model year
Volkswagen		
42	Scirocco	1986
VSP #	Model type	Model year
Volkswagen		
73	Golf Rally	1988
80	Golf	1988
Volvo		
43	262C	1981
87	740 Sedan	1988

[FR Doc. 95-3488 Filed 2-10-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-8; Notice 1]

Spartan Motors, Inc.; Receipt of Application for Temporary Exemption From Three Federal Motor Vehicle Safety Standards

Spartan Motors, Inc., of Charlotte, Michigan, has applied to be exempted from three Federal motor vehicle safety standards for light trucks that it converts to electric power. The basis of the application is that an exemption would facilitate the development or field evaluation of a low-emission motor vehicle, and would not unreasonably lower the safety level of the vehicle.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

Spartan is a Michigan corporation "providing development electric vehicle technology through the application of state of the art traction system and battery technology in commercial applications." It intends to convert new Chevrolet S10 and GMC Sonoma pickup trucks to electric power. It seeks exemption for two years from three Federal motor vehicle safety standards. The standards for which exemptions are requested are set forth below, together with the applicant's arguments why an exemption would not unreasonably lower the safety level of the vehicle.

1. Standard No. 103, *Windshield Defrosting and Defogging Systems*. Spartan asks for exemption from paragraphs S4.2 and S4.3 because testing to these requirements "is not possible due to the engine related requirements of the test procedure." It states that the engine coolant heater core is intact, with an electrical resistance

heating element contained in an external expansion tank plumbed similar to an internal combustion engine configuration, and that other portions of the system are untouched. This "minimizes the impact of the conversion not meeting the standard."

2. Standard No. 105, *Hydraulic Brake Systems*. Spartan wishes to be exempted from S5.1.1.3 (the third effectiveness test), S5.1.2.1 (partial failure), and S7.7.1, S7.9.1 and S7.9.2 (certain tests at lightly loaded vehicle weight). The curb weight of the vehicle is increased to approximately 4,500 pounds. The weight proportioning between axles is different than that used in the certification testing of the original vehicle. These changes affect the applicability of the testing requirements for lightly loaded vehicle weight. However, the GVWR remains the same as the original rating of 4,900 pounds, and the original vehicle's braking system is not modified. This, in the applicant's view, minimizes "the impact of the electric vehicle not meeting the standard."

3. Standard No. 301, *Fuel System Integrity*. Although the converted vehicle no longer uses a fossil fuel as a propellant, "a small tank" is added "for the on board storage of fuel for interior heating." Care is taken "in mounting of the electric vehicle conversion components to reduce their effect on crash protection. Specifically, the fuel storage and delivery system is of automotive quality supplying the heating device."

According to the petitioner, granting the exemption would be in the public interest and consistent with 49 U.S.C. Chapter 301 Motor Vehicle Safety because it will advance "the state of the art in electric vehicle traction systems and electric vehicle infrastructure, through the application of electric vehicles in actual commercial uses." Because the developmental changes are

frequent, "testing for conformance to the standards" is impractical.

Demonstration of the commercial feasibility of electric vehicles "will enhance the demand for their use, consistent with established national policy."

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Section, National Highway Traffic Safety Administration, room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below. Comment closing date: March 15, 1995.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on February 7, 1995.

Barry Felrice,

Associate Administrator for Rulemaking.

[FR Doc. 95-3489 Filed 2-10-95; 8:45 am]

BILLING CODE 4910-59-P

UNITED STATES INFORMATION AGENCY

Advisory Commission on Public Diplomacy; Meeting

AGENCY: United States Information Agency.

ACTION: Notice.