

undue burden on interstate commerce. Promotion of the continued use of the City Ordinance restricting run-ups between 12 midnight and 6:00 a.m. is *disapproved* pending receipt of additional information regarding the City Ordinance, the airport rules and regulations, and the potential effects on air transportation. Engine run-up restrictions that limit the total number or hours of Stage 2 or Stage 3 operations would require compliance with 14 CFR 161.

The following program elements on and off the airport were fully approved:

- a. Voluntary use of noise abatement departure and arrival procedures for aircraft weighting over 12,500 pounds;
- b. Noise barriers and acoustical shielding;
- c. Rezone properties immediately adjacent to airport property;
- d. Revise land use plan for noise compatibility and community revitalization;
- e. Purchase noise sensitive sites—fee simple.
- f. Where fee simple acquisition cannot be achieved, obtain aviation easement and where feasible, soundproofing existing eligible structures within the 65 DNL;
- g. Enact noise disclosure regulations to inform prospective buyers of potential noise exposure;
- h. Assign a noise abatement officer for noise program management for all three city of Fort Worth airports;
- i. Continue public involvement program;
- j. Implement a periodic noise monitoring program; and
- k. Conduct noise review and update as required.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on February 7, 1995. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the Fort Worth Department of Aviation Offices.

Issued in Fort Worth, Texas on February 20, 1995.

Otis T. Welch,

Manager, Texas Airport Development Office.

[FR Doc. 95-5420 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public that a meeting of

the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held from April 10 through April 13, 1995, from 9 a.m. to 5 p.m. each day.

ADDRESSES: The meeting will be held April 10-12 in the MacCracken Room, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, and on April 13 at the Air Transport Association of America, 1301 Pennsylvania Avenue, NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. W. Frank Price, Executive Director, ATPAC, Air Traffic Rules and Procedures, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3725.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the ATPAC to be held from April 10 through April 12, 1995, at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, and on April 13 at the Air Transport Association of America, 1301 Pennsylvania Avenue, NW., Washington, DC.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than April 7, 1995. The next quarterly meeting of the FAA ATPAC is planned to be held from July 10-13, 1995, in Denver, CO.

Any member of the public may present a written statement to the

Committee at any time at the address given above.

Issued in Washington, DC on February 27, 1995.

W. Frank Price,

Executive Director, Air Traffic Procedures Advisory Committee.

[FR Doc. 95-5425 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee Meeting on Air Traffic Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the FAA's Aviation Rulemaking Advisory Committee on air traffic issues.

DATES: The meeting will be held on March 24, 1995, at 9 a.m.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Ave., NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Reginald C. Matthews, Air Traffic Rules and Procedures Service, Federal Aviation Administration, telephone: 202-267-8783.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee on air traffic issues to be held at 1 p.m. on Friday, March 24, 1995, in Rooms 5A at the Federal Aviation Administration, 800 Independence Ave., Washington, DC. The agenda for this meeting will include briefings on:

- Assignment of new task on special visual flight rules operations;
- Mode S Study; and
- Status of the Unmanned Air Vehicle Working Group.

Attendance is open to the interested public but will be limited to the space available. The public may present written statements to the committee at any time by providing 30 copies to the Assistant Executive Director, or by bringing the copies to him at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on February 23, 1995.

Reginald C. Matthews,

Assistant Executive Director, Aviation Rulemaking Advisory Committee on Air Traffic Issues.

[FR Doc. 95-5417 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Aspen-Pitkin County Airport/Sardy Field, Submitted by Pitkin County, Aspen, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Aspen-Pitkin County Airport/Sardy Field under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before April 5, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Scott Smith, Director of Aviation, at the following address: Aspen-Pitkin County Airport/Sardy Field, 0233 East Airport Road, Aspen, CO 81611.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Aspen-Pitkin County Airport/Sardy Field, under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Jim Fels, (303) 286-5596; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, Colorado 80216-6026. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Aspen-Pitkin County Airport/Sardy Field, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 16, 1993, the FAA determined that the application to impose and use the revenue from a PFC submitted by Pitkin County was not substantially complete within the requirements of part 158. Pitkin County was notified by letter dated June 16, 1993, of this determination, with a request for information which would have allowed the application to meet the requirements of part 158. By letter dated June 30, 1993, Pitkin County declined to provide the supplemental information requested. A decision was made by the FAA to defer action on the application pending resolution of Airport Noise and Capacity Act (ANCA) issues. With the passage of Section 517 of Public Law 103-305 and the opening of the airport to night access by general aviation aircraft, under the conditions specified in this legislation, the ANCA issues have been resolved. This allows the FAA to make, at this time, a determination of substantially complete on this application. There has been no change to the original application.

On February 27, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Aspen-Pitkin County Airport was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 4, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Proposed charge effective date: July 1, 1995

Proposed charge expiration date: January 31, 1998

Total estimated PFC revenues: \$1,533,541.00

Brief description of proposed project: Relocate State Highway 82; Overlay runway 15/33.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Air taxi/commercial operators operating pursuant to § 135.1(a)(3) of the Federal Aviation Regulations (14 CFR).

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Aspen-Pitkin County Airport.

Issued in Renton, Washington on February 27, 1995.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 95-5418 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 94-100; Notice 2]

Excalibur Automobile Corporation; Grant of Application for Temporary Exemption From Motor Vehicle Safety Standard No. 208

Excalibur Automobile Corporation of West Allis, Wisconsin, applied for a temporary exemption of its JAC 427 Cobra passenger car for three years from compliance with paragraph S4.1.4 of Federal Motor Vehicle Safety Standard No. 208 Occupant Crash Protection. The basis of the application was that compliance would cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith.

Notice of receipt of the application was published on December 28, 1994, and an opportunity afforded for comment (59 FR 66999). This notice grants the application.

The applicant sought an exemption for its JAC 427 Cobra passenger car, of which it produced 59 between January 1993 and September 1994. Thirty-six of these "are presently in the control of Excalibur's dealers", and the applicant asked that the exemption cover these vehicles so that they may be offered for sale and sold in compliance with the law. It plans increased production in 1995, of which 60 to 108 would be sold in the United States.

Excalibur is a small company with 37 employees and net assets of \$3,000,000. The company has had cumulative net losses of \$4,493,000 from January 1, 1992 to September 30, 1994. If it were required to comply immediately with the automatic restraint requirements of Standard No. 208, it would have to raise the retail price by more than 300 per cent which "is likely to deemed (sic) to be prohibitive by potential purchasers (and dealers), thereby significantly reducing the line's desirability, if not ending the demand entirely * * *." Denial of the petition would result in a reduction of the work force to 8 employees.

Excalibur has been owned since 1991 by German residents, who changed the company's management in August 1994. The new management has not been able