

ADDRESSES: Comments should be addressed to: Steve Mertens, Office of Management and Budget, New Executive Office Building, 725 17th Street, NW, Room 9002, Washington, D.C. 20503.

FOR FURTHER INFORMATION CONTACT: For further information on the proposed rescission of Circular No. A-105, contact Steve Mertens on (202) 395-4935. For further information on OMB's overall review of its circulars, contact Frank J. Seidl, III, Staff Assistant, on (202) 395-5146; or Rosalyn J. Rettman, Associate General Counsel for Budget on (202) 395-5000.

SUPPLEMENTARY INFORMATION: The Director of the Office of Management and Budget (OMB) has initiated a systematic review of all OMB circulars, in an effort to reduce unnecessary Government directives. As part of this initiative, each OMB circular is being reviewed to see whether it should be rescinded or whether its requirements can be simplified.

Dated: March 10, 1995.

John B. Arthur,

Associate Director for Administration.

[FR Doc. 95-6758 Filed 3-21-95; 8:45 am]

BILLING CODE 3110-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Airspace Reclassification in the Vicinity of Bellingham, WA, in Support of Transport Canada Terminal Airspace Design; Public Meetings

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meetings.

SUMMARY: This notice announces informal airspace meetings to solicit information from airspace users and others concerning a proposal by Transport Canada to reclassify the United States airspace as Class C airspace in the vicinity of the San Juan Islands and Bellingham, WA, to provide the same level of safety as adjacent Canadian airspace. Prior to initiating rulemaking actions to modify United States airspace, the FAA is seeking public input to assist in the development of a viable airspace design. The FAA will conduct two informal airspace meetings in the State of Washington on May 9-10, 1995. The purpose of these meetings is to gather information concerning the impact of the Transport Canada proposal on aircraft operations in the United States. Interested persons will be given an

opportunity to present their views, recommendations, and comments concerning these issues in this public forum. All comments received will be considered in any future FAA actions, rules, or policy developments on reclassification of airspace in the vicinity of the San Juan Islands and Bellingham, WA.

TIMES AND DATES: These meetings will be held from 7:00 p.m. to 10:00 p.m., on Tuesday, May 9, and Wednesday, May 10, 1995. Comments must be received on or before July 10, 1995.

PLACE:

Tuesday, May 9, 1995: Friday Harbor High School (Hall Gymnasium), 45 Blair Street, Friday Harbor, WA
 Wednesday, May 10, 1995: Bellingham International Airport, Terminal Building, 2nd Floor Meeting Room, Bellingham, WA

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Division, ANM-500, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056.

FOR FURTHER INFORMATION CONTACT: Melodie DeMarr, System Management Branch (ANM-530), Northwest Regional Office, telephone: (206) 227-1534.

SUPPLEMENTARY INFORMATION:

Meeting Procedures

(a) These meetings will be informal in nature and will be conducted by a representative of the Administrator, FAA Southern Region. Each participant will be given an opportunity to make a presentation, although a time limit may be imposed.

(b) These meetings will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate.

(c) Any person wishing to make a presentation to the panel will be asked to sign in and estimate the amount of time needed for such presentation so that timeframes can be established. This will permit the panel to allocate an appropriate amount of time for each presenter. The panel may allocate the time available for each presentation in order to accommodate all speakers. These meetings will not be adjourned until everyone on the list has had an opportunity to address the panel. These meetings may be adjourned at any time if all persons present have had the opportunity to speak.

(d) Position papers or other handout material relating to the substance of the meetings may be accepted. Participants wishing to submit handout material should present three copies to the presiding officer. There should be

additional copies of each handout available for other attendees.

(e) These meetings will not be formally recorded. However, a summary of the comments made at these meetings will be filed in the docket.

Agenda for Each Meeting

—Opening Remarks and Discussion of Meeting Procedures
 —Briefing on Background for Proposal
 —Public Presentations
 —Closing Comments

Issued in Washington, DC, on March 15, 1995.

Harold W. Becker

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-7030 Filed 3-21-95; 8:45 am]

BILLING CODE 4910-13-P

National Highway Traffic Safety Administration

[Docket No. 94-106; Notice 2]

Decision That Nonconforming 1991 Mercedes-Benz 200E Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1991 Mercedes-Benz 200E passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1991 Mercedes-Benz 200E passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the 1991 Mercedes-Benz 300E), and they are capable of being readily altered to conform to the standards.

DATES: The decision is effective March 22, 1995.

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

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(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