

(b) (1) The electronic evaporative emission purge control, if equipped, and all emission-related powertrain components connected to a computer shall, at a minimum, be monitored for circuit continuity. In lieu of monitoring circuit continuity, a functional system check may be performed provided the manufacturer can demonstrate that the functional check is equivalent or superior to the circuit continuity monitor. All components required by these regulations to be monitored shall be evaluated periodically, but no less frequently than once per Urban Dynamometer Driving Schedule as defined in appendix I, paragraph (a), of this part, or similar trip.

\* \* \* \* \*

(e) \* \* \*

(2) For a single misfiring cylinder, the fault code(s) shall identify the cylinder, unless the manufacturer submits data and/or an engineering evaluation which adequately demonstrate that the misfiring cylinder cannot be reliably identified under certain operating conditions; multiple misfiring cylinders need not be uniquely identified if a distinct multiple misfire fault code is stored.

\* \* \* \* \*

(f) \* \* \*

(3) For all emission control components and systems for which specific on-board evaluation tests are conducted (catalyst, oxygen sensor, etc.), the results of the most recent test performed by the vehicle, and the limits to which the system is compared shall be available through the data link per SAE J1979 specifications as referenced in paragraph (h) of this section beginning no later than the 1997 model year. The Administrator may allow a pass/fail indication for the most recent test results for those monitored components and systems for which such an indication is more appropriate (e.g., misfire detection, fuel system monitoring, etc.).

\* \* \* \* \*

(i) Upon application by the manufacturer, the Administrator may either waive the requirements of this section for specific components of any class or category of light-duty vehicles or light-duty trucks for model years 1994 or 1995 (or both), or, through the 1998 model year, the Administrator may accept an OBD system as compliant even though specific requirements are not fully met. Such waivers or compliances without meeting specific requirements will be granted only if compliance would be infeasible or unreasonable considering such factors as, but not limited to, technical

feasibility, lead time and production cycles including phase-in or phase-out of engines or vehicle designs and programmed upgrades of computers, and if any unmet requirements are not carried over from the previous model year except where unreasonable hardware modifications would be necessary to correct the noncompliance, and the manufacturer has demonstrated an acceptable level of effort toward compliance as determined by the Administrator. For alternative fueled vehicles (i.e., natural gas, liquified petroleum gas, or methanol), beginning with the model year for which emission standards are applicable and extending through the 1998 model year, manufacturers may request the Administrator to waive specific monitoring requirements of this section for which monitoring may not be reliable with respect to the use of the alternative fuel. At a minimum, all vehicles covered by this section, including those receiving a waiver as described in this paragraph, shall be equipped with an OBD system meeting either the California OBD I requirements, or some acceptable portion of the California OBD II or federal OBD requirements as specified in this section, except that for the 1994 and 1995 model years EPA may grant a waiver to a system less than OBD I giving consideration to such factors as manufacturer projections of very low sales volume for an engine family (e.g., 5000 or less), scheduled phase-out of significant engine technology with the 1994 or 1995 model years for that engine family, and whether or not the engine, or any similar engine within the manufacturer's product line, has ever been equipped with an OBD I or similar OBD system.

(j) Demonstration of compliance with California OBD II requirements (Title 13 California Code 1968.1), as modified pursuant to California Mail Out #95-03 (January 19, 1995), shall satisfy the requirements of this section through the 1998 model year except that compliance with Title 13 California Code 1968.1(d), pertaining to tampering protection, is not required to satisfy the requirements of this section.

**§ 86.094-18 [Removed].**

3. Section 86.094-18 is removed.

4. Section 86.094-30 is amended by revising paragraph (f)(4) to read as follows:

**§ 86.094-30 Certification.**

\* \* \* \* \*

(f) \* \* \*

(4) The electronic evaporative purge control device (if equipped) is

disconnected or the operation of any emission-related powertrain component connected to a computer results in an increase in emissions of 0.2 g/mi HC or 1.7 g/mi CO or 0.5 g/mi NO<sub>x</sub> on a normal temperature (20 to 30 °C) emission certification test.

5. Section 86.095-30 is amended by revising paragraph (f)(4) to read as follows:

**§ 86.095-30 Certification.**

\* \* \* \* \*

(f) \* \* \*

(4) The electronic evaporative purge control device (if equipped) is disconnected or the operation of any emission-related powertrain component connected to a computer results in an increase in emissions of 0.2 g/mi HC or 1.7 g/mi CO or 0.5 g/mi NO<sub>x</sub> on a normal temperature (20 to 30 °C) emission certification test.

[FR Doc. 95-6272 Filed 3-22-95; 8:45 am]

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**40 CFR Part 300**

[FRL-5176-9]

**National Oil and Hazardous Substances Pollution Contingency Plan; National Priorities List Update**

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice of deletion of the Crystal City Airport Superfund Site (Site) from the National Priorities List.

**SUMMARY:** The Environmental Protection Agency (EPA) announces the deletion of the Site in Crystal City, Texas, from the National Priorities List (NPL). The NPL is Appendix B of 40 CFR Part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which EPA promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended (CERCLA). EPA and the State of Texas have determined that all appropriate Fund-financed responses under CERCLA have been implemented and that no further cleanup by responsible parties is appropriate. Moreover, EPA and the State of Texas have determined that remedial actions conducted at the Site to date have been protective of public health, welfare, and the environment.

**EFFECTIVE DATE:** March 23, 1995.

**FOR FURTHER INFORMATION CONTACT:** Ernest R. Franke, Remedial Project Manager, US EPA, Region 6, 1445 Ross Avenue, Dallas, Texas 75202-2733, (214) 665-8521.

**SUPPLEMENTARY INFORMATION:** The Site to be deleted from the NPL is the "Crystal City Airport Superfund Site," Crystal City, Texas. A Notice of Intent to Delete for this Site was published on January 4, 1995 (60 FR 422). The closing date for public comment was February 3, 1995. EPA received no comments during the comment period.

EPA identifies sites which appear to present a significant risk to public health, welfare, or the environment and maintains the NPL as a list of the most serious of those sites. Sites on the NPL may be the subject of remedial response actions financed using the Hazardous Substance Response Trust Fund (Fund). Any site deleted from the NPL remains eligible for Fund-financed remedial actions in the unlikely event that conditions at the site warrant such action. Section 300.425(e)(3) of the NCP, provides that in the event of a significant release from a site deleted from the NPL, the site shall be restored to the NPL without application of the Hazard Ranking System. Deletion of a site from the NPL does not affect responsible party liability or impede agency efforts to recover costs associated with response actions.

#### List of Subjects in 40 CFR Part 300

Environmental protection, Hazardous waste.

Dated: March 6, 1995.

**William B. Hathaway,**

*Acting Regional Administrator,  
Environmental Protection Agency, Region 6.*

For the reasons setout in the preamble, 40 CFR part 300 is amended as follows:

#### PART 300—[AMENDED]

1. The authority citation for part 300 continues to read as follows:

**Authority:** 42 U.S.C. 9601–9657; 33 U.S.C. 1321(d); E.O. 11735, 38 FR 21243; E.O. 12580; 52 FR 2923; E.O. 12777, 56 FR 54757.

#### Appendix B—[Amended]

2. Table 1 of Appendix B to part 300 is amended by removing Crystal City Airport Superfund Site, Crystal City, Texas.

[FR Doc. 95–7197 Filed 3–22–95; 8:45 am]

BILLING CODE 6560–50–P

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

#### 43 CFR Public Land Order—7125

[AK–932–1430–01; AA–2793, J–010160]

#### Partial Revocation of Public Land Order No. 829 and Public Land Order No. 1731; Alaska

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Public land order.

**SUMMARY:** This order revokes two public land orders insofar as they affect approximately 468.81 acres of National Forest System lands withdrawn for use by the Forest Service, Department of Agriculture, for the Herbert River Public Service Site and the Mill Creek Industrial Area. The lands are no longer needed for the purposes for which they were withdrawn. This action also allows the conveyance of the lands to the State of Alaska, if such lands are otherwise available. Any lands described herein that are not conveyed to the State are opened and will be subject to the terms and conditions of the national forest reservation and any other withdrawal of record.

**EFFECTIVE DATE:** March 23, 1995.

**FOR FURTHER INFORMATION CONTACT:** Sue A. Wolf, BLM Alaska State Office, 222 W. 7th Avenue, No. 13, Anchorage, Alaska 99513–7599, 907–271–5477.

By virtue of the authority vested in the Secretary of the Interior by Section 204 of the Federal Land Policy and Management Act of 1976, 43 U.S.C. 1714 (1988), it is ordered as follows:

1. Public Land Order No. 829 and Public Land Order No. 1731, which withdrew lands for use by the Forest Service as administrative sites, recreation areas, or for other public purposes, are hereby revoked insofar as they affect the following described lands:

#### Copper River Meridian

##### *Tongass National Forest*

(a) Public Land Order No. 829 (AA–2793). T. 38 S., R. 64 E., Sec. 35, lots 5, 7, and 8; Sec. 36, lot 6.

The area described contains 132.81 acres. (b) Public Land Order No. 1731 (J–010160). A parcel of land located within sec. 25 of T. 62 S., R. 84 E., and secs. 30 and 31 of T. 62 S., R. 85 E., more particularly described as:

Beginning at U S C & G Station "Virgin" located at Mill Creek on the east shore of Eastern Passage, thence;  
East, ¼ mile;  
North, 1½ miles;  
West, 1 mile to U S C & G Station "Mill";

Southerly, along line of mean high tide of Eastern Passage to point of beginning.

The area described contains approximately 336 acres.

The areas describes aggregate approximately 468.81 acres.

2. The State of Alaska applications for selection made under Section 6(a) of the Alaska Statehood Act of July 7, 1958, 48 U.S.C. note prec. 21 (1988), and under Section 906(e) of the Alaska National Interest Lands Conservation Act, 43 U.S.C. 1635(e) (1988), become effective without further action by the State upon publication of this public land order in the **Federal Register**, if such lands are otherwise available. Lands not conveyed to the State are opened and will be subject to the terms and conditions of the Tongass National Forest reservation and any other withdrawal of record.

Dated: March 13, 1995.

**Bob Armstrong,**

*Assistant Secretary of the Interior.*

[FR Doc. 95–7157 Filed 3–22–95; 8:45 am]

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## FEDERAL COMMUNICATIONS COMMISSION

### 47 CFR Parts 2 and 90

[PR Docket No. 93–61; FCC 95–41]

#### Automatic Vehicle Monitoring Systems

**AGENCY:** Federal Communications Commission.

**ACTION:** Final rule.

**SUMMARY:** This rule making proceeding adopts rules for the future licensing and continued development of a number of services and equipment using the 902–928 MHz band. In recent years, Automatic Vehicle Monitoring (AVM) systems and unlicensed Part 15 devices have developed and proliferated in this band and are providing services that are valuable and in the public interest. These services range from licensed vehicle location and automatic toll collection systems to unlicensed devices used for utility meter reading and inventory control. The adopted allocation plan for the 902–928 MHz band includes 8 MHz of additional spectrum for AVM services and establishes new provisions for governing the interference obligations of Part 15 and amateur operations in this band. This plan balances the differing operational needs of these varied types of uses so that most AVM systems and Part 15 devices will be able to achieve their service objectives without impeding each other's use of the spectrum. The adopted rules also