

Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C117a, Federal Aviation Administration (FAA), 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546.

Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address.

Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 804, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m., and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

Background

Revised TSO-C117a, Airborne Windshear Warning and Escape Guidance Systems for Transport Airplanes, requires the applicant to show by analysis, or other suitable means, that the system threshold is above a point at which nuisance warnings would be objectionable under conditions of severe turbulence, or aircraft change of configuration, i.e. flaps and/or gear retraction. If electronics techniques are used to reduced nuisance warnings by turbulence or aircraft configuration change, it must be shown that the system response to windshear detection is acceptable.

A Douglas DC-9-31 airplane crashed while executing a missed-approach following an instrument landing system approach. The NTSB report identifies the probable contriving factor for the missed-detection of the presence of a wind shear in the flight path was a warning delay designed into the wind shear detection system. This delay of warning was designed to reduce nuisance warnings from severe

turbulence or aircraft configuration change, i.e., change of flap setting. This TSO revision will require test to demonstrate that wind shear detection is within acceptable limits.

How To Obtain Copies

A copy of the proposed TSO-C117a may be obtained by contacting the individual listed under “**FOR FURTHER INFORMATION CONTACT.**”

Issued in Washington, DC, on May 23, 1995.

John K. McGrath,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 95-13132 Filed 5-26-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-44; Notice 1]

Receipt of Petition for Decision That Nonconforming 1989 Honda Civic DX Hatchback Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1989 Honda Civic DX Hatchback passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1989 Honda Civic DX Hatchback that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is June 29, 1995.

ADDRESS: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm]

FOR FURTHER INFORMATION CONTACT:

George Entwistle, 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)(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.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Motors of Kingsville, Maryland (“J.K.”) (Registered Importer 90-006) has petitioned NHTSA to decide whether 1989 Honda Civic DX Hatchback passenger cars are eligible for importation into the United States. The vehicle which J.K. believes is substantially similar is the 1989 Honda Civic DX Hatchback that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1989 Honda Civic DX Hatchback to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that the non-U.S. certified 1989 Honda Civic DX Hatchback, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being

readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1989 Honda Civic DX Hatchback is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 203 *Impact Protection for the Driver From the Steering Control System*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 211 *Wheel Nuts*, *Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) Substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.-model headlamps and front sidemarkers; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarkers; (c) installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 111 *Rearview Mirror*: Replacement of the passenger side rearview mirror with a U.S.-model component.

Standard No. 114 *Theft Protection*: Installation of a key microswitch and a warning buzzer in the steering lock assembly.

Standard No. 115 *Vehicle Identification Number*: Installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 118 *Power Window Systems*: Installation of a relay in the power window system so that the

window transport is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection*: Installation of a seat belt warning buzzer, wired to the seat belt latch. The petitioner states that the vehicle is equipped with U.S.-model shoulder belts in both front and rear outboard seating positions.

Standard No. 214 *Side Impact Protection*: Installation of reinforcing beams.

Additionally, the petitioner states that the bumpers on the non-U.S. certified 1989 Honda Civic DX Hatchback must be reinforced with steel support structures to comply with the Bumper Standard found in 49 CFR part 581.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket 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 closing date indicated above 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 petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: May 24, 1995.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 95-13168 Filed 5-26-95; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 95-46]

Country of Origin Marking for the Former Yugoslav Republic of Macedonia

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: On February 8, 1994, the United States extended formal recognition to The Former Yugoslav Republic of Macedonia as an independent state. This document

notifies the public of the name and the English spelling that is to be used for country of origin marking on merchandise imported into the United States from the Former Yugoslav Republic of Macedonia. It also grants a grace period to permit the continued importation of merchandise marked "Yugoslavia."

EFFECTIVE DATE: July 31, 1995.

FOR FURTHER INFORMATION CONTACT: Monika Rice, Office of Regulations and Rulings, (202-482-6980).

SUPPLEMENTARY INFORMATION:

Background

Section 304 of the Tariff Act of 1930, as amended (19 U.S.C. 1304), provides that, unless excepted, every article of foreign origin imported into the U.S. shall be marked in a conspicuous place as legibly, indelibly and permanently as the nature of the article (or its container) will permit, in such a manner as to indicate to the ultimate purchaser in the U.S. the English name of the country of origin of the article. Customs has authority pursuant to 19 U.S.C. 1304 to determine the character of the words and phrases or abbreviations thereof which shall be acceptable as indicating the country of origin and to require the addition of any other words or symbols which may be appropriate to prevent deception or mistake as to the origin of an article.

On February 8, 1994, the United States extended formal recognition to The Former Yugoslav Republic of Macedonia as an independent state. Accordingly, products of The Former Yugoslav Republic of Macedonia imported into the U.S. are subject to marking with the English name of the independent state. The United States Department of State has indicated that the English name and the correct spelling of this independent state is:

Long form name	Short form name
The Former Yugoslav Republic of Macedonia.	(No current short form)
Instead of marking a product of The Former Yugoslav Republic of Macedonia with the long form name, the abbreviations "FYR Macedonia," "Macedonia (FYR)," "F.Y.R.O.M. (Macedonia)," or similar markings may be used, provided the abbreviations "FYR" or "F.Y.R.O.M." are adjacent to the word "Macedonia," and the words are in a comparable size. However, the Department of State has advised that the markings "Macedonia," "Republic of Macedonia", or "Made in Macedonia," are not appropriate at this time.	