

Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 95-4-2 established the currently effective two-month SFFL applicable through May 31, 1995.

In establishing the SFFL for the two-month period beginning June 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-6-7 fares may be increased by the following adjustment factors over the October 1979 level:

|                     |        |
|---------------------|--------|
| Atlantic.....       | 1.4235 |
| Latin America ..... | 1.4368 |
| Pacific.....        | 1.5657 |

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation: June 7, 1995.

**Robert S. Goldner,**  
Special Counsel.

[FR Doc. 95-14489 Filed 6-13-95; 8:45 am]

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### Notice of Order Adjusting International Cargo Rate Flexibility Level

Policy Statement PS-109, implemented by Regulation ER-1322 of the Civil Aeronautics Board and adopted by the Department, established geographic zones of cargo pricing flexibility within which certain cargo rate tariffs filed by carriers would be subject to suspension only in extraordinary circumstances.

The Standard Foreign Rate Level (SFRL) for a particular market is the rate in effect on April 1, 1982, adjusted for the cost experience of the carriers in the applicable ratemaking entity. The first adjustment was effective April 1, 1983. By Order 95-4-1, the Department established the currently effective SFRL adjustments.

In establishing the SFRL for the two-month period beginning June 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-6-8 cargo rates may be adjusted by the following adjustment factors over the April 1, 1982 level:

|               |        |
|---------------|--------|
| Atlantic..... | 1.1524 |
|---------------|--------|

|                          |        |
|--------------------------|--------|
| Western Hemisphere ..... | 1.0715 |
| Pacific.....             | 1.2305 |

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation: June 7, 1995.

**Robert S. Goldner,**  
Special Counsel.

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### Coast Guard

[CGD8-95-010]

### Houston/Galveston Navigation Safety Advisory Committee Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

**SUMMARY:** The Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC) will meet to discuss waterway improvements, aids to navigation, current meters, and various other navigation safety matters affecting the Houston/Galveston area. The meeting will be open to the public.

**DATES:** The meeting will be held from 9 a.m. to approximately 1 p.m. on Thursday, July 20, 1995.

**ADDRESSES:** The meeting will be held in the conference room of the Houston Pilots Office, 8150 South Loop East, Houston, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. M. M. Ledet, Recording Secretary, Commander, Eighth Coast Guard District (oan), Room 1211, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396, telephone (504) 589-4686.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 § 1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting.

The tentative agenda for the meeting will consist of the following items:

- (1) Various Coast Guard aid to navigation improvement initiatives and waterway analysis studies.
- (2) Updates from the U.S. Army Corps on various waterway improvement projects.
- (3) Discussion on deployment of NOAA real-time current meters.
- (4) Update from NOAA on the Hydrographic Survey of the area.
- (5) Discussion and recommendation on NAVSAC Federal Register Notice regarding barge lighting requirements.

Dated: May 24, 1995.

**R.C. North,**

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

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### National Highway Traffic Safety Administration

[Docket No. 95-11; Notice 2]

### Ford Motor Company; Grant of Application for Decision of Inconsequential Noncompliance

Ford Motor Company (Ford) of Dearborn, Michigan, has determined that some of its windows fail to comply with the light transmittance requirements of 49 CFR 571.205, Federal Motor Vehicle Safety Standard (FMVSS) No. 205, "Glazing Materials," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Ford has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published on March 10, 1995 (60 FR 13204). This notice grants the application.

Standard No. 205 incorporates by reference the American National Standards Institute's (ANSI) "Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways," Z-26.1-1977, January 26, 1977, as supplemented by Z26.1a, July 3, 1980 (ANS Z-26.1). Standard No. 205 specifies that automotive glazing materials used in front, side and rear windows of passenger cars shall have a regular luminous transmittance of not less than 70 percent of the light, at normal incidence, when measured in accordance with "Light Transmittance, Test 2" of ANSI Z-26.1-1980.

From the beginning of model year 1995 production in October 1994, through January 21, 1995, Ford manufactured approximately 8,250 1995 Continental vehicles on which the front door windows had a luminous transmittance of approximately 68 percent. According to Ford, miscommunication between Ford Glass production and fabrication plants concerning the properties and intended use of the glass resulted in its being used in the fabrication of windows for Continental production. Beginning with vehicle production on January 23, 1995, front door windows with a luminous