

After carefully reviewing all of the comments on this issue, it appears that neat (or 100 percent) biodiesel is already covered in the statutory and proposed regulatory definitions of "alternative fuel" which refer to any "fuel, other than alcohol, that is derived from biological materials." The Department, therefore, is considering amending the proposed definition of "alternative fuel" specifically to include neat biodiesel. DOE requests interested members of the public to submit views and information relating to this possible revision to the definition of the term "alternative fuel." It is noted that a DOE interpretation of "alternative fuel" to include neat biodiesel would not relieve biodiesel manufacturers from other federal or state regulatory requirements or modify automobile manufacturer warranty requirements with respect to motor fuels.

Many commenters also urged DOE to include mixtures or blends of biodiesel in the definition of "alternative fuel." The issue of including biodiesel mixtures or blends comprised of more than 20 percent biodiesel is currently under study. However, this subject is complex and will require significantly more data and information, and a separate, future rulemaking, before DOE can make a determination as to whether to include them in the definition of "alternative fuel."

#### **IV. Automobile Manufacturers' Alternative Fueled Vehicle Production Plans**

On May 25, 1995, representatives of DOE met with representatives of the American Automobile Manufacturers Association (AAMA). This meeting was one in a series of periodic meetings that have been held between the DOE and the AAMA since 1993 to exchange information on subjects of mutual interest. At this meeting, the automobile manufacturers' representatives presented DOE with publicly available information about each company's upcoming alternative fueled vehicle production plans.

Both Ford and Chrysler provided to DOE a one-page list of their alternative fueled vehicle offerings for Model Years 1995 and 1996. Ford also provided a copy of a presentation that was delivered on May 2, 1995, at the 6th Annual Alternative Vehicle Fuels Market Fair & Symposium in Austin, Texas. This presentation included detailed information regarding when Ford alternative fueled vehicles could be ordered and when deliveries can be expected.

Although Chrysler representatives did not provide DOE with documentation of

its plans, they did state that Chrysler will begin taking orders for its dedicated compressed natural gas line of trucks and full-size vans (utilizing the 5.2L engine) in June 1995, with deliveries scheduled to begin in August 1995. Chrysler plans to begin taking orders for dedicated compressed natural gas minivans (using the 3.3L engine) during the last quarter of 1995, with anticipated deliveries scheduled to begin in the first quarter of 1996. Chrysler representatives also stated that an electric minivan may be available in calendar year 1997.

General Motors (GM) representatives stated that GM does not plan to manufacture any alternative fueled vehicles for Model Year 1996. However, GM does plan on making alternative fueled vehicles in Model Year 1997. According to a May 11, 1995, press release that GM provided, all of the model year 1997 Chevrolet S-series and GMC Sonoma 4-cylinder light duty pickup trucks will be produced as flexible-fuel vehicles, which can operate on ethanol, gasoline, or a combination of the two fuels. These trucks are scheduled for production beginning in the summer of 1996. GM also indicated that customers can currently order vehicles in several models and engine families that are powered by gaseous fuel compatible engines. These engines can be converted to operate on propane or natural gas. According to GM, the engine families that are gaseous fuel compatible and the vehicles that they power are the 4-cylinder 2.2L (Corsica), the 4.3L V-8 (Caprice), and the 6.0L V-8 and 7.0L V-8 (Topkick, Kodiak and School Bus).

Copies of the written information provided to DOE at this meeting have been entered into the public docket for this rulemaking.

Issued in Washington, DC, July 26, 1995.

**Christine A. Ervin,**  
*Assistant Secretary, Energy Efficiency and Renewable Energy*  
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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Airspace Docket No. 95-ANM-13]

#### **Proposed Amendment to Class E Airspace; Sheridan, Wyoming**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposed rule would amend the Sheridan, Wyoming, Class E airspace to accommodate a new instrument approach procedure at Sheridan County Airport, Sheridan, Wyoming. The area would be depicted on aeronautical charts for pilot reference.

**DATES:** Comments must be received on or before August 31, 1995.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-13, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

**FOR FURTHER INFORMATION CONTACT:** James Riley, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-13, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 95-ANM-13." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each

substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, System Management Branch, ANM-530, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

#### The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Sheridan, Wyoming, to accommodate a new instrument approach procedure at Sheridan County Airport. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. This action also incorporates revised coordinates for the airport reference point (ARP) due to construction of a new runway. Class E airspace is published in Paragraph 6002 and 6005, respectively, of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

*Paragraph 6002 Class E Airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

#### ANM WY E2 Sheridan, WY [Revised]

Sheridan County Airport, WY  
(Lat. 44°46'26" N, long. 106°58'37" W)  
Sheridan VORTAC  
(Lat. 44°50'32" N, long. 107°03'40" W)

Within a 4.5-mile radius of the Sheridan County Airport, and within 4.5 miles each side of the 157° bearing from the airport, extending from the 4.5-mile radius to 17.6 miles southeast of the airport, and within 3.5 miles each side of the Sheridan VORTAC 312° and 327° radials extending from the 4.5-mile radius to 10.1 miles northwest of the VORTAC, and within 3.5 each side of the Sheridan VORTAC 140° radial extending from the 4.5-mile radius to 20.4 miles southeast of the VORTAC. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the airport/Facility Directory.

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*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth*

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#### ANM WY E5 Sheridan, WY [Revised]

Sheridan County Airport, WY  
(Lat. 44°46'26" N, long. 106°58'37" W)  
Sheridan VORTAC  
(Lat. 44°50'32" N, long. 107°03'40" W)

That airspace extending upward from 700 feet above the surface within a 6.1-mile radius of the Sheridan County Airport; that airspace extending upward from 1,200 feet above the surface within 6.1 miles southwest and 8.7 miles northeast of the Sheridan VORTAC 138° and 318° radials extending from 16.1 miles northwest to 29.6 miles southeast of the VORTAC, and that airspace southeast of Sheridan bounded on the north by a line located 4.3 miles south of and parallel to the Sheridan VORTAC 104° radial, on the east by a 30.5-mile radius of the

Sheridan VORTAC, and on the south by line located 8.7 miles north of and parallel to the Sheridan VORTAC 138° radial.

\* \* \* \* \*

Issued in Seattle, Washington, on July 5, 1995.

**Richard E. Prang,**

*Acting Manager, Air Traffic Division,  
Northwest Mountain Region.*

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## FEDERAL TRADE COMMISSION

### 16 CFR PART 260

#### Request for Comment Concerning Environmental Marketing Guides

**AGENCY:** Federal Trade Commission.

**ACTION:** Request for public comments.

**SUMMARY:** The Federal Trade Commission (the "FTC" or "Commission") is requesting public comments on its Guides for the Use of Environmental Marketing Claims ("guides"). The guides were issued on July 28, 1992, and included a provision for public comment and review three years after adoption for the purpose of determining how well they are working and the need for any modifications. The Commission is also requesting comments about the overall costs and benefits of the guides and their overall regulatory and economic impact as a part of its systematic review of all current Commission regulations and guides. All interested persons are hereby given notice of the opportunity to submit written data, views and arguments concerning this proposal. All comments submitted will be placed on the public record and will be made available to interested persons for inspection and copying at the Federal Trade Commission, 6th and Pennsylvania Avenue, N.W., Washington, D.C., Room 130. Following the period for written comments, Commission staff plans to conduct a Public Workshop-Conference to afford Commission staff and interested parties an opportunity to explore and discuss the issues raised during the comment period.

**DATES:** Comments must be submitted on or before September 29, 1995. Notification of interest in representing an affected, interested party at the Public Workshop-Conference must be submitted on or before August 30, 1995. A list of affected interests appears in Part 2 of this Notice.

The Public Workshop-Conference will be held in Washington, D.C. on