

the reentry activity, including the estimated time and location. EER must also have in place an emergency response plan whereby local officials may be notified in the event of an off-site landing and vehicle recovery can be conducted effectively.

In addition, NASA's Wallops Flight Facility has agreed to provide range safety support for the reentry which includes coordination, through appropriate Federal agencies, of notices to air and marine traffic in the vicinity of the designated landing site to minimize risks during the reentry.

Accordingly, the Office has determined that, for METEOR, Criterion 1 may be waived and the relief requested in EER's petition is granted.³

Issued in Washington, DC, this 28th day of July, 1995.

Frank C. Weaver,

Director, Office of Commercial Space Transportation.

[FR Doc. 95-18997 Filed 7-28-95; 3:05 pm]

BILLING CODE 4910-62-U

Office of the Secretary

Minority Business Resource Center Advisory Committee; Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 1), notice is hereby given of a meeting of the Minority Business Resource Center Advisory Committee to be held Monday, September 11, 1995, from 2:00-4:00 p.m. at the Department of Transportation, 400 7th Street, S.W., Conference Room 8236-8240, Washington, D.C. 20590. The agenda for the meeting is as follows:

- Financial Programs
- Outreach
- Certification
- Procurement Opportunities
- Affirmative Action Issues

Attendance is open to the interested public but limited to the space available. With the approval of the Chairman, members of the public may present oral statements at the meeting. Persons wishing to attend and persons wishing to present oral statements should notify the Office of Small and Disadvantaged Business Utilization,

³ At the time the COMET Program was suspended, a petition submitted by Space Industries, Inc., as applicant for a payload determination, was pending. No final action was taken in light of the decision to discontinue the COMET Program. In granting the petition for METEOR, the Office has made no determination as to whether doing so would have been appropriate for COMET or any other reentry vehicle system or mission.

Minority Business Resource Center by 4:00 p.m. on Thursday, September 7, 1995. Information pertaining to the meeting may be obtained from Mrs. Marie A. Hendricks, Office of Small and Disadvantaged Business Utilization, 400 7th Street, S.W., Washington, D.C. 20590, telephone (202) 366-1930 or (800) 532-1169. Any member of the public may present a written statement to the Committee at any time.

Issued in Washington, D.C. on July 27, 1995.

Luz A. Hopewell

Director Office of Small and Disadvantaged Business Utilization.

[FR Doc. 95-18910 Filed 8-1-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Proposed Advisory Circular 20-XX, Commercial Assistance During Construction of Amateur-Built Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice announces the availability of proposed Advisory Circular (AC) 20-XX, Commercial Assistance During Construction of Amateur-Built Aircraft, for review and comments. The proposed AC 20-XX provides information and guidelines developed by the FAA, the Experimental Aircraft Association (EAA), and industry regarding the applicability of commercial assistance in the construction or partial construction of amateur-built aircraft, with emphasis on kit aircraft.

DATE: Comments submitted must identify the proposed AC 20-XX, project number, 95-005, and be received by September 1, 1995.

ADDRESSES: Copies of the proposed AC 20-XX can be obtained from and comments may be returned to the following: Federal Aviation Administration, Aircraft Certification Service, Production and Airworthiness Certification Division, AIR-200, 800 Independence Avenue SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: George McNeill, AIR-230, Production and Airworthiness Certification Division, Room 815, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, (202) 267-8361.

SUPPLEMENTARY INFORMATION:

Background

The proposed AC 20-XX provides information and guidance to persons involved in the construction of amateur-built aircraft, the manufacturer of kits designed to be assembled into aircraft by amateur-builders, builders of aircraft fabricated from plans for certification as amateur-built, and persons providing assistance to amateur-builders.

Comments Invited

Interested persons are invited to comment on the proposed AC 20-XX listed in this notice by submitting such written data, views, or arguments as they desire to the aforementioned specified address. All communications received on or before the closing date for comments specified above will be considered by the Director, Aircraft Certification Service, before issuing the final AC.

Comments received on the proposed AC 20-XX may be examined before and after the comment closing date in Room 815, FAA headquarters building (FOB-10A), 800 Independence Avenue SW., Washington, DC 20591, between 8:30 a.m. and 4:30 p.m.

Issued in Washington, DC, on July 27, 1995.

Michael Gallagher,

Manager, Production & Airworthiness Certification Division.

[FR Doc. 95-18916 Filed 8-1-95; 8:45 am]

BILLING CODE 4910-13-M

Flight Service Station at Watertown Regional Airport Watertown, South Dakota

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of closing.

SUMMARY: Notice is hereby given that on or about July 10, 1995, the Flight Service Station (FSS) at Watertown, South Dakota will be permanently closed. Services to the aviation public in the Watertown flight plan area, formerly provided by Watertown FSS, are being provided by the Automated Flight Service Station (AFSS) at Huron, South Dakota. This information will be reflected in the FAA organization statement the next time it is reissued. (Sec. 313 (a), 72 Stat. 752; 49 U.S.C. 1354.)

William C. Withycombe,

Acting Regional Administration, Great Lakes Region.

[FR Doc. 95-18912 Filed 8-1-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Aviation Administration RTCA, Inc.; Technical Management Committee

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the RTCA Technical Management Committee meeting to be held August 21, 1995, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will include: (1) Chairman's Remarks; (2) Review and Approval of Summary of the Previous Meeting; (3) Action on Open Items from Previous Meetings: Report of Ad Hoc Group for Systems Issues; Plan for Better Coordination in the Aviation Community Among RTCA, ICAO, EUROCAE, and Other Activities; Recommendations to Resolve Data Link Air Traffic Services Communication (ATSC) Recording Requirements Issues; Ohio University Letter Regarding Certification of GPS-Based Systems; (4) Other Business; and (5) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue NW., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on July 27, 1995.

Janice L. Peters,

Designated Official.

[FR Doc. 95-18913 Filed 8-1-95; 8:45 am]

BILLING CODE 4810-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Applicable Rate of Interest on Nonqualified Withdrawals From a Capital Construction Fund

Under the authority in Section 607(h)(4)(B) of the Merchant Marine Act, 1936, as amended (the Act, 46

U.S.C. 1177(h)(4)(B)), we hereby determine and announce that the applicable rate of interest on the amount of additional tax attributable to any nonqualified withdrawals from a Capital Construction Fund established under Section 607 of the Act shall be 7.18 percent, with respect to nonqualified withdrawals made in the taxable year beginning in 1995. The determination of the applicable rate of interest with respect to nonqualified withdrawals was computed, according to the joint regulations issued under the Act (46 CFR 391.7(e)(2)(ii)), by multiplying eight percent by the ratio which (a) the average yield on 5-year Treasury securities for the calendar year immediately preceding the beginning of such taxable year bears to (b) the average yield on 5-year Treasury securities for the calendar year 1970. The applicable rate so determined was computed to the nearest one-hundredth of one percent.

So Ordered By: Maritime Administrator, Maritime Administration; Administrator, National Oceanic and Atmospheric Administration; Assistant Secretary for Tax Policy, Department of the Treasury.

Dated: July 27, 1995.

A.J. Herberger,
Maritime Administrator.

D. James Baker,
Administrator, National Oceanic and Atmospheric Administration.

Leslie Samuals,
Assistant Secretary for Tax Policy.
[FR Doc. 95-19026 Filed 8-1-95; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Nissan

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).
ACTION: Grant of petition for exemption.

SUMMARY: This notice grants in full the petition of Nissan North America, Inc., (Nissan) for an exemption of a high-theft line (whose nameplate is confidential) from the parts-marking requirements of the vehicle theft prevention standard. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements.

DATES: The exemption granted by this notice is effective beginning with the (confidential) model year.

FOR FURTHER INFORMATION CONTACT: Ms Barbara Gray, Office of Market Incentives, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590. Ms Gray's telephone number is (202) 366-1740. Her fax number is (202) 493-2739.

SUPPLEMENTARY INFORMATION: In a letter dated April 28, 1995, Nissan North America, Inc., an American subsidiary of Nissan Motor Company, Ltd., a Japanese corporation, requested exemption from the parts-marking requirements of the theft prevention standard for a motor vehicle line. The nameplate of the line and the model year of introduction are confidential. The letter requested an exemption from parts-marking pursuant to 49 CFR Part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for the entire line. In a May 8, 1995, telephone conversation with NHTSA officials, Nissan clarified the scope of its petition.

Nissan's April 28 letter and information provided in the May 8 telephone conversation, together constitute a complete petition, as required by 49 CFR Part 543.7, in that it met the general requirements contained in § 543.5 and the specific content requirements of § 543.6. In a letter dated May 24, 1995, to Nissan, the agency granted the petitioner's request for confidential treatment of most aspects of its petition, including the nameplate of the line and the model year of its introduction.

In its petition, Nissan provided a detailed description and diagrams of the identity, design, and location of the components of the antitheft device for the new line. This antitheft device includes an engine starter interrupt function and an alarm function. The antitheft device is activated by removing the ignition key and locking the doors with it. The alarm monitors the doors, hood, battery terminals and circuitry, and engine starter circuit.

In order to ensure the reliability and durability of the device, Nissan stated that it conducted tests, based on its own specified standards. Nissan provided a detailed list of the tests conducted. Nissan stated its belief that the device is reliable and durable since the device complied with Nissan's specified requirements for each test.

Nissan compared the device proposed for its new line with devices which NHTSA has determined to be as effective in reducing and deterring motor vehicle theft as would