

Level of the proposed PFC: \$3.00.
Proposed charge effective date: May 1, 1996.

Proposed charge expiration date:
August 31, 1999.

Total estimated PFC revenues:
\$621,000.00.

Brief description of proposed project:
Upgrade runway safety areas.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: FAA Part 135 air taxi/commercial operators who conduct operations in air commerce carrying persons for compensation or hire, in aircraft with a seating capacity of 10 seats or less.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Friedman Memorial Airport.

Issued in Renton, Washington on November 17, 1995.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 95-28843 Filed 11-24-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-89; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1994 Mercedes-Benz SL280 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1994 Mercedes-Benz SL280 passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for decision that a 1994 Mercedes-Benz SL280 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.

DATES: The closing date for comments on the petition is December 27, 1995.

ADDRESSES: 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 U.S.C. Part 592. As specified in 49 U.S.C. 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.

Liphardt & Associates, Inc. of Ronkonkoma, New York ("Liphardt") (Registered Importer R-90-004) has petitioned NHTSA to decide whether 1994 Mercedes-Benz SL280 (Body Style 129) passenger cars are eligible for importation into the United States. The vehicle which Liphardt believes is substantially similar is the 1994 Mercedes-Benz SL320. Liphardt has

submitted information indicating that Daimler Benz A.G., the company that manufactured the 1994 Mercedes-Benz SL320, certified that vehicle as conforming to all applicable Federal motor vehicle safety standards and offered it for sale in the United States.

The petitioner contends that it carefully compared the 1994 Mercedes-Benz SL280 to the 1994 Mercedes-Benz SL320, and found the two models to be substantially similar with respect to compliance with most applicable Federal motor vehicle safety standards.

Liphardt submitted information with its petition intended to demonstrate that the 1994 Mercedes-Benz SL280, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as the 1994 Mercedes-Benz SL320 that was offered for sale in the United States, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1994 Mercedes-Benz SL280 is identical to the certified 1994 Mercedes-Benz SL320 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*, 111 *Rearview Mirrors*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 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*.

Additionally, the petitioner states that the 1994 Mercedes-Benz SL280 complies with the Bumper Standard found in 49 U.S.C. Part 581.

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:* substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment:* (a) installation of U.S.-model headlamp assemblies and sidemarkers; (b) installation of U.S.-model taillamp

assemblies; (c) installation of a high mounted stop lamp.

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

Standard No. 114 *Theft Protection*: installation of a buzzer relay and a warning buzzer in the steering lock electrical circuit.

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*: rewiring the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection*: (a) installation of a seat belt warning buzzer; (c) installation of a knee bolster to augment the vehicle's passive restraint system.

Standard No. 214 *Side Impact Protection*: installation of reinforcing tubes.

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: November 20, 1995.
Marilynne Jacobs,
Director, Office of Vehicle Safety Compliance.
[FR Doc. 95-28800 Filed 11-24-95; 8:45 am]
BILLING CODE 4910-59-P

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of Applications Delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The

reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: J. Suzanne Hedgepeth, Office of Hazardous Materials Exemptions and Approvals, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001, (202) 366-4535.

Key to "Reasons for Delay"

1. Awaiting additional information from applicant.
2. Extensive public comment under review.
3. Application is technically very complex and is of significant impact or precedent-setting and requires extensive analysis.
4. Staff review delayed by other priority issues or volume of exemption applications.

Meaning of Application Number Suffixes

- N—New application
- M—Modification request
- PM—Party to application with modification request

Issued in Washington, DC, on November 20, 1995.

J. Suzanne Hedgepeth,
Chief, Exemption Programs, Office of Hazardous Materials Exemptions and Approvals.

NEW EXEMPTION APPLICATIONS

Application No.	Applicant	Reason for delay	Estimated date of completion
10581-N	Luxfer UK Limited, Nottingham, England	4	01/01/1996
10606-N	General Oil Equipment Co., Inc., Tonawanda, NY	4	01/15/1996
10664-N	EFIC Corporation, San Jose, CA	1, 3, 4	01/30/1996
10704-N	Liquid Air Corporation, Walnut Creek, CA	1, 4	12/01/1995
10740-N	CSXT/BIDS, Philadelphia, PA	4	01/01/1996
10760-N	Applied Companies, San Fernando, CA	1	12/15/1995
10778-N	Liquid Carbonic Specialty Gas Corporation, Chicago, IL	1, 4	08/15/1995
10915-N	Luxfer USA Limited, Riverside, CA	1, 3, 4	01/15/1996
10945-N	Structural Composites Industries, Pomona, CA	1, 3, 4	01/15/1996
10996-N	AeroTech, Inc. & Industrial Solid Propulsion, Inc., Las Vegas, NV	1, 3	01/01/1996
10997-N	HR Textron, Inc., Pacoima, CA	3, 4	01/15/1996
11098-N	Alcan Smelters and Chemicals Ltd., Montreal, CN	3	01/15/1996
11117-N	Champion International Corporation, Hamilton, OH	4	01/15/1996
11151-N	SET Environmental, Inc., Wheeling, IL	4	12/01/1995
11153-N	SET Environmental, Inc., Wheeling, IL	4	12/01/1995
11157-N	Northwest Ohio Towing & Recovery, Beavertown, OH	4	01/15/1996
11193-N	U.S. Department of Defense, Falls Church, VA	4	01/01/1996
11194-N	Pressure Technology, Inc., Hanover, MD	3, 4	01/15/1996
11249-N	UOP Shreveport, LA	4	01/15/1996
11284-N	Webb Chemical Service Corp., Muskegon, MI	4	01/15/1996
11302-N	Stolt Tank Containers Limited, Hull, North Humberside, EN	4	01/01/1996
11307-N	Jacx Enterprises, Highlands, TX	4	01/15/1996
11315-N	Southern Pacific Lines, Houston, TX	4	01/15/1996
11322-N	Hydra Rig, Inc., Ft. Worth, TX	1	01/15/1996
11340-N	McCain Foods, Inc., Easton, MA	4	01/15/1996
11380-N	Western Atlas International, Houston, TX	4	12/15/1995
11393-N	Hoechst Celanese Corp, Charlotte, NC	4	01/15/1996