

site-specific consideration of launch locations. Analysis of potential environmental impacts from construction and launch operations at the proposed commercial launch sites will be completed through site-specific environmental assessments or impact statements.

Alternatives to the proposed commercial launch actions include either a total ban to launch activity or less restrictive approaches such as limits on the number of launches, the size or performance of the launch vehicles, and restrictions to launch mission profiles designed to limit the scope of environmental consequences of commercial launch activities. Constraints would be designed to mitigate the potential impacts on air, water, and land resources, biotic resources and affected communities both adjacent to and downrange from the launch site. The Programmatic EA of Commercial Expendable Launch Vehicle Programs issued in 1986, identified conditions which might result in potentially significant impacts. It addresses, for example, the effects of expendable launch vehicle exhaust products to the upper atmosphere, the release of liquid propellants to the marine environment and the leaching of contaminants from a launch facility to ground water. The Office will address any reasonable alternatives presented during the scoping process and subsequent comment periods. OCST requests that written comments on significant environmental issues be provided by interested parties. No public scoping meeting is scheduled at this time.

The content of comments from the public will determine whether this meeting is convened. Copies of the 1986 Programmatic Environmental Assessment may be obtained from the Office.

Issued in Washington, DC on November 13, 1995.

Frank C. Weaver,

Director, Office of Commercial Space Transportation.

[FR Doc. 95-28812 Filed 11-24-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Training and Qualifications

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss training and qualifications issues.

DATES: The meeting will be held on December 14, 1995 at noon.

ADDRESSES: The meeting will be held at the Regional Airlines Association, second floor presentation room, 1200 19th St. NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Ms. Judi Citrenbaum, (202) 267-9689, Office of Rulemaking, (ARM-100) 800 Independence Avenue, SW., Washington, DC 20591 or Ms. Regina Jones, (202) 267-9822 of the same office.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee (ARAC) to discuss training and qualifications issues. This meeting will be held December 14, 1995, at noon, at the Regional Airlines Association. The agenda for this meeting will include a progress report from the Aircraft Dispatcher Working Group. In addition, ARAC will vote on whether to accept a task the FAA assigned in November 1994 in which ARAC was requested to evaluate and recommend a course of action regarding comments received on the Operator Flight Attendant English Language Advance Notice of Proposed Rulemaking [59 FR 1845; April 18, 1994].

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on November 16, 1995.

H. Jan Demuth,

Acting Assistant Executive Director for Training and Qualifications, Aviation Rulemaking Advisory Committee.

[FR Doc. 95-28741 Filed 11-24-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application (#96-03-I-00-SUN) to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Friedman Memorial Airport, Submitted by Friedman Memorial Airport Authority, Hailey, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Friedman Memorial Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before December 27, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Richard T. Baird, Airport Manager at the following address: Friedman Memorial Airport Authority, P.O. Box 929, Hailey, ID 83333.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Friedman Memorial Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Simmons, (206) 227-2656; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#96-03-I-00-SUN) to impose and use at Friedman Memorial Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 17, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Friedman Memorial Airport Authority, Hailey, Idaho, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 20, 1996.

The following is a brief overview of the application.

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