

Parties: Members of the International Air Transport Association.

Subject:

TC31 Reso/P 1089 dated November 10, 1995

Japan-North America/Caribbean Resos r1-13

Necessary Government Action Date: no later than February 10, 1996

Intended effective date: April 1, 1996

Docket Number: OST-95-892.

Date filed: November 30, 1995.

Parties: Members of the International Air Transport Association.

Subject:

TC12 Reso/P 1704 dated November 7, 1995 r1-12

TC12 Reso/P 1705 dated November 7, 1995 r13-23

TC12 Reso/P 1706 dated November 7, 1995 r24-39

North/Mid/South Atlantic-Africa resos

Intended effective date: April 1, 1996

Necessary Government Action Date: no later than February 1, 1996

Docket Number: OST-95-893.

Date filed: November 30, 1995.

Parties: Members of the International Air Transport Association.

Subject:

TC2 Reso/P 1829 dated November 10, 1995

Within Africa Resos r1-22

Intended effective date: April 1, 1996

Necessary Government Action Date: no later than February 1, 1996

Docket Number: OST-95-894.

Date filed: November 30, 1995.

Parties: Members of the International Air Transport Association.

Subject:

COMP Telex Mail Vote 762

Amend Mileage Manual

Intended effective date: January 1, 1996

Paulette V. Twine,

Chief Documentary Services Division.

[FR Doc. 95-30043 Filed 12-8-95; 8:45 am]

BILLING CODE 4910-62-P

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending December 1, 1995

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to modify Scope are set forth

below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-95-869.

Date filed: November 24, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: December 22, 1995.

Description: Application of Continental Micronesia, Inc., pursuant to 49 U.S.C. Section 41102 and Subpart Q of the Regulations, applies for a five-year renewal of its Route 171 certificate authority to provide scheduled foreign air transportation of persons, property and mail between Guam and Tokyo, Japan.

Docket Number: OST-95-886.

Date filed: November 29, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: December 27, 1995.

Description: Application of Coastal Jet, Inc., pursuant to 49 U.S.C. Section 41102, and Subpart Q of the Regulations applies for a certificate of public convenience and necessity authorizing interstate, foreign, and charter air transportation within the Continental U.S., Canada, the Caribbean, Central and South America.

Docket Number: OST-95-891.

Date filed: November 30, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: December 28, 1995.

Description: Application of Jetall Airways, Inc. pursuant to 49 U.S.C. Section 41302, applies for a foreign air carrier permit to provide nonscheduled foreign air transportation of property and mail under charter between a point or points in Canada, on the one hand, and a point or points in the United States, on the other hand.

Paulette V. Twine,

Chief Documentary Services Division.

[FR Doc. 95-30042 Filed 12-8-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Rhinelander-Oneida County Airport, Rhinelander, Wisconsin

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 the revenue from a PFC at Rhinelander-Oneida County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before January 10, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Joseph J. Brauer, Airport Manager, of the Rhinelander-Oneida County Airport at the following address: Rhinelander-Oneida County Airport, 3375 Airport Road, Rhinelander, WI 54507-9178.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Rhinelander-Oneida County Airport under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Franklin D. Benson, Manager, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450, (612) 725-4221. 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 to impose and use the revenue from a PFC at Rhinelander-Oneida County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 28, 1995 the FAA determined that the application to impose and use the revenue from a PFC submitted by the Rhinelander-Oneida County Airport 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 March 5, 1996.

The following is a brief overview of the application.

PFC application number: 96-03-C-00-RHI.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: April 1, 1996.

Proposed charge expiration date: July 31, 2000.

Total estimated PFC revenue: \$332,000.

Brief description of proposed project(s):

PROJECTS TO IMPOSE AND USE: Acquire Snow Removal Equipment, Update Airport Master Plan, Interactive Training Equipment, PFC Administration, Groove and Mark Runway 9/27.

IMPOSE-ONLY PROJECT: Terminal Building Improvements.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air.

Taxi/Commercial Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Rhinelander-Oneida County Airport.

Issued in Des Plaines, Illinois on December 4, 1995.

Benito De Leon,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 95-30100 Filed 12-8-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Jaguar

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 Jaguar Cars Limited (Jaguar) 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: On July 31, 1995, Jaguar Cars, on behalf of Jaguar Cars Limited, submitted to NHTSA a petition for exemption from the parts-marking requirements of the theft prevention standard (49 CFR Part 541) for a motor vehicle line. The nameplate of the line and the model year of introduction are confidential. The petition has been filed pursuant to 49 CFR Part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for an entire vehicle line.

Jaguar's submittal is considered a complete petition, as required by 49 CFR Part 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6. In a letter to Jaguar dated August 18, 1995, 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, Jaguar provided a detailed description and diagram 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 operating a radio frequency ("RF") transmitter or by removing the ignition key and locking the doors with it.

In order to ensure reliability and durability of the device, Jaguar stated that it conducted tests for performance under conditions of vibration, humidity, and temperature extremes, as well as for endurance, flammability, resistance to fluids, thermal shock, RFC and EMC, and overall performance. Jaguar stated its belief that the device is reliable and durable since the device complied with Jaguar's specified requirements for each test.

Jaguar also compared the device proposed for its new line with devices which NHTSA has previously determined to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements of Part 541, and has concluded that the antitheft device proposed for this new line is no less effective than those devices in the lines for which NHTSA has already granted exemptions from the parts-marking requirements.

Jaguar bases its belief on the ease of use of the antitheft system it is proposing for the new car line. In

addition, it points out that other Jaguar models, which are all parts-marked, all have theft rates below the median theft rate according to NHTSA's vehicle theft data published on November 29, 1994 (59 FR 61023). Other aspects of the system cited by Jaguar as reasons why it should be as effective as parts-marking are the shielding of the driver's door lock barrel to prevent opening by "Slim-Jims" and other tools; the location of the hood latch control; location of the battery, which is protected by the security system; the capability of the alarm to function when the battery has been reconnected after having been disconnected; and a flashing LED and warning labels that advise unauthorized persons that the vehicle is protected by a security system. Jaguar believes that the theft rate for this vehicle line equipped with this antitheft device as standard equipment will be below the most recent median theft rate of 3.5826 published by NHTSA.

Based on evidence submitted by Jaguar, the agency believes that the antitheft device for the new Jaguar line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the theft prevention standards (49 CFR Part 541).

The agency believes that the device will provide the types of performance listed in 49 CFR Part 543.6(a)(3): Promoting activation; attracting attention to unauthorized entries; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

As required by 49 U.S.C. 33106 and 49 CFR Part 543.6(a)(4) and (5), the agency finds that Jaguar has provided adequate reasons for its belief that the antitheft device will reduce and deter theft. This conclusion is based on the information Jaguar provided about its device, much of which is confidential. This confidential information included a description of reliability and functional tests conducted by Jaguar for the antitheft device and its components.

For the foregoing reasons, the agency hereby grants in full Jaguar's petition for exemption for vehicle line (confidential) from the parts-marking requirements of 49 CFR Part 541.

If Jaguar decides not to use the exemption for this line, it should formally notify the agency. If such a decision is made, the line must be fully marked according to the requirements under 49 CFR Parts 541.5 and 541.6 (marking of major component parts and replacement parts).