

compatibility program for Palm Springs Regional Airport, effective on September 27, 1996. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before March 26, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
National Headquarters, 800  
Independence Avenue, SW., Room  
617, Washington, D.C. 20591

Federal Aviation Administration,  
Western-Pacific Region Office, 15000  
Aviation Boulevard, Room 3012,  
Hawthorne, California 90261

Mr. Allen F. Smoot, A.A.E., Director,  
Department of Transportation, Palm  
Springs Regional Airport, 3400 E.  
Tahquitz Canyon Way, Palm Springs,  
California 92263-2743

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Hawthorne, California on  
September 27, 1996.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific  
Region, AWP-600.

[FR Doc. 96-25951 Filed 10-8-96; 8:45 am]

BILLING CODE 4910-13-M

### Aviation Rulemaking Advisory Committee Meeting on Aircraft Certification Procedures issues

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

**ACTION:** Amendment to notice of meeting.

**SUMMARY:** The FAA is amending a notice of meeting that was published October 2, 1996 (61 FR 51485), which advised the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss aircraft certification procedures issues. This amendment adds an item to the published agenda.

**SUPPLEMENTARY INFORMATION:** The agenda set forth in the previous notice did not include the following item: The presentation of a Technical Standard Order (TSO) relating to Aircraft mechanical fasteners. This TSO will be presented to ARAC for consideration for recommendation to the FAA, and a vote may be taken. A copy of the TSO may be made available to interested parties by contacting Jeanne Trapani, Office of Rulemaking, Room 808, Independence Avenue SW, Washington, DC. 20591.

Issued in Washington, DC, on October 3, 1996.

Ava L. Robinson,

Assistant Executive Director for ARAC on  
Aircraft Certification Procedures.

[FR Doc. 96-25953 Filed 10-8-96; 8:45 am]

BILLING CODE 4910-13-M

### Notice of Intent To Rule on Application (96-02-C-00-PLB) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Clinton County Airport, Plattsburg, NY

**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 Clinton 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 November 8, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Philip Brito, Manager New

York Airports District Office, 600 Old Country Road, Room 446, Garden City, New York, 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Ralph L. Hensek, Airport Manager for the County of Clinton, New York, at the following address: Clinton County Airport, 198 Airport Road, Plattsburg, New York 12901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Clinton, New York under Section 158.23 of Part 158.

#### FOR FURTHER INFORMATION CONTACT:

Philip Brito, Manager New York Airports District Office, 600 Old Country Road, Room 446, Garden City, New York, 11530 (Tel 516-227-3803). 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 Clinton 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 August 27, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Clinton 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 November 26, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.  
Proposed charge effective date: July 1, 1993.

Proposed charge expiration date: February 1, 1999.

Total estimated PFC revenue: \$208,705.

Brief description of proposed projects: The PFC funds will be utilized to fund the local share of the following proposed AIP projects.

- Purchase Snow Blower
- Remove obstructions Runways 1, 14, 19 & 32
- Rehabilitate Apron and Taxiway E and F
- Purchase Runway Sweeper

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: All air taxi/commercial operators filing form 1800-31.

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: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

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

Issued in Jamaica, New York on October 3, 1996.

Thomas Felix,

*Acting Manager, Planning & Programming  
Branch Eastern Region.*

[FR Doc. 96-25952 Filed 10-8-96; 8:45 am]

BILLING CODE 4910-13-M

### Federal Highway Administration

#### Regulations Governing the Common Carrier Transportation of Household Goods

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice.

**SUMMARY:** This document provides notice that the arbitration requirements imposed on household goods carriers providing service in interstate and foreign commerce by the ICC Termination Act of 1995 (ICCTA) are in effect with respect to all shipments transported after December 31, 1995.

**FOR FURTHER INFORMATION CONTACT:** Stanley M. Braverman (202) 927-6316, or Paul Brennan (202) 366-0834, Office of the Chief Counsel, Federal Highway Administration, 400 Seventh St., SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** This document provides notice that the arbitration requirements imposed on household goods carriers providing service in interstate and foreign commerce by the ICCTA, Pub. L. No. 104-88, 109 Stat. 803, are in effect with respect to all shipments transported after December 31, 1995.

The ICCTA mandates that, as a condition of registration, a carrier providing transportation of household goods must agree to offer shippers arbitration as a means of settling disputes regarding loss and damage claims, 49 U.S.C. 14708. The arbitration procedural requirements are detailed in the ICCTA, and the following is a general overview of those requirements as set forth in 49 U.S.C. 14708(b): (1) The arbitration offered must be designed

to prevent the carrier from having special advantage; (2) the carrier must provide notice, before the goods are tendered for transport, to the shipper of the availability of neutral arbitration, including a summary of the arbitration procedure, any applicable costs, and disclosure of the legal effects of election to utilize arbitration; (3) upon the shipper's request, the carrier must provide forms and information necessary for initiating an action to resolve a dispute under arbitration; (4) each person authorized to arbitrate must be independent of the parties to the dispute and capable of resolving such disputes, and the carrier must ensure that the arbitrator is authorized and able to obtain from the carrier or shipper any material or relevant information to carry out a fair and expeditious decisionmaking process; (5) no shipper may be charged more than half the cost for instituting an arbitration and the arbitrator may make a determination as to payment of the costs in the arbitration decision; (6) the carrier must not require the shipper to agree to utilize arbitration before a dispute arises, and arbitration is binding, for claims of \$1000 or less, if the shipper requests arbitration or, for claims of more than \$1000, if the shipper requests arbitration and the carrier agrees to it; (7) if all parties agree, the arbitrator may provide for an oral presentation of a dispute by a party or representative of a party; and (8) the arbitrator must render a decision within 60 days of receipt of written notification of the dispute (that 60-day period may be extended for a reasonable period under certain circumstances), and a decision by an arbitrator may include any remedies appropriate under the circumstances.

Because the arbitration requirement is now a condition of registration, the registration regulations will be amended to reflect that condition. An interim final rule will be published to require each applicant seeking authority to transport household goods to certify, as a condition of registration, that it agrees to offer, in accordance with 49 U.S.C. 14708, its shippers arbitration as a means of settling disputes concerning damage or loss to household goods transported and that applicant has such a system in place. Failure to implement this required arbitration system could result in the suspension or revocation of the household goods carrier's registration. Further, by this notice, all carriers transporting household goods in interstate commerce are advised that arbitration programs must be in place and that all loss and damage claims arising from shipments transported after

December 31, 1995, are subject to the arbitration requirements. The information for shippers will be amended to replace the required summary of any dispute settlement program with a summary of the arbitration procedure.

(23 U.S.C. 315; 49 U.S.C. 14708; 49 CFR 1.48)

Issued on: September 30, 1996.

Rodney E. Slater,

*Federal Highway Administrator.*

[FR Doc. 96-25879 Filed 10-8-96; 8:45 am]

BILLING CODE 4910-22-P

### National Highway Traffic Safety Administration

[Docket No. 96-106; Notice 1]

#### Notice of Receipt of Petition for Decision That Nonconforming 1997 Mercedes-Benz Gelaendewagen Type 463 Multi-Purpose Passenger Vehicles are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Request for comments on petition for decision that nonconforming 1997 Mercedes-Benz Gelaendewagen Type 463 multi-purpose passenger vehicles (MPVs) are eligible for importation.

**SUMMARY:** This notice requests comments on a petition submitted to the National Highway Traffic Safety Administration (NHTSA) for a decision that a 1997 Mercedes-Benz Gelaendewagen Type 463 MPV that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because it has safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The closing date for comments on the petition is November 8, 1996.

**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), a motor vehicle that was not originally manufactured to conform to all