

**heading FOR FURTHER INFORMATION CONTACT.**

Issued in Washington, DC, on January 25, 1996.

Chris A. Christie,

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 96-1958 Filed 1-30-96; 8:45 am]

**BILLING CODE 4910-13-M**

**Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Capital Airport, Springfield, IL**

**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 use the revenue from a PFC at Capital 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 March 1, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 E. Devon Avenue, Room 260, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Robert O'Brien, Jr., Director of Aviation of the Springfield Airport Authority at the following address: Springfield Airport Authority, Capital Airport, Springfield, IL 62707.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Springfield Airport Authority under § 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Philip M. Smithmeyer, P.E., Assistant Manager, Chicago Airports District Office, 2300 E. Devon Ave., Room 260, Des Plaines, IL 60018, (847) 294-7435. 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 use the revenue from a PFC at Capital Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L.

101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 18, 1996, the FAA determined that the application to use the revenue a PFC submitted by the Springfield Airport Authority was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 1, 1996.

The following is a brief overview of the application.

*PFC application number:* 96-06-U-00-SPI

*Level of the PFC:* \$3.00

*Actual charge effective date:* June 1, 1992

*Estimated charge expiration date:* February 1, 2006

*Total approved net PFC revenue:* \$15,146,473

*Brief description of proposed project(s):* Construct Parallel Taxiway for Runway 31; Install ILS on Runway 31.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 Air Taxi Operators.

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 Springfield Airport Authority.

Issued in Des Plaines, Illinois on January 24, 1996.

Benito De Leon,

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

[FR Doc. 96-1959 Filed 1-30-96; 8:45 am]

**BILLING CODE 4910-13-M**

**Federal Highway Administration****Environmental Impact Statement; Crow Wing County, MN**

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

**ACTION:** Notice of intent (NOI).

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Tier II Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Crow Wing County, Minnesota. The Tier II EIS includes special studies into noise, soil and ground water contamination, water body modification, wetland mitigation, endangered species, as well as consideration of final design issues.

**FOR FURTHER INFORMATION CONTACT:**

Alan J. Friesen, Engineering and Operations Engineer, Federal Highway Administration, Suite 490 Metro Square Building, 7th Place and Robert Street, St. Paul, MN 55101, Telephone (612) 290-3236.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Minnesota Department of Transportation, will prepare a Tier II EIS on a proposal to relocate MN Trunk Highway 371 (TH 371) in Crow Wing County, Minnesota. The proposed improvement would involve the construction of approximately five miles of roadway on new alignment from south of Barrows, Minnesota to the existing intersection of TH 210 and TH 371 in Baxter, Minnesota.

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. Also included in this proposal is a new crossing over the Mississippi River.

The Tier I EIS has been completed, resulting in a preferred alignment. The Tier I EIS was published, reviewed, comments were addressed, and a Record of Decision has been issued. The Tier II EIS will utilize work accomplished under the Tier I by reference and expand into several special studies and detail issues.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above. (Catalog of Federal Domestic Assistance Program number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.)

Issued on: January 16, 1996.

Wallace O. Oien,

*Right of Way Officer.*

[FR Doc. 96-1796 Filed 1-30-96; 8:45 am]

**BILLING CODE 4910-22-M**

**National Highway Traffic Safety Administration**

[Docket No. 95-81; Notice 2]

**Decision That Nonconforming 1992 and 1993 Mercedes-Benz 320SL Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of decision by NHTSA that nonconforming 1992 and 1993 Mercedes-Benz 320SL passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1992 and 1993 Mercedes-Benz 320SL passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 1992 and 1993 Mercedes-Benz 320SL), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective January 31, 1996.

**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) 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 CFR Part 592. As specified in 49 CFR 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.

G&K Automotive Conversion, Inc. of Santa Ana, California (Registered Importer R-90-007) petitioned NHTSA to decide whether 1992 and 1993 Mercedes-Benz 320SL passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on October 30, 1995 (60 FR 55298) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

**Vehicle Eligibility Number for Subject Vehicles**

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-142 is the vehicle eligibility number assigned to vehicles admissible under this decision.

**Final Decision**

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1992 and 1993 Mercedes-Benz 320SL (Model ID 129.063) passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1992 and 1993 Mercedes-Benz 320SL passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: January 25, 1996.

Marilynne Jacobs,

*Director Office of Vehicle Safety Compliance.*

[FR Doc. 96-1960 Filed 1-30-96; 8:45 am]

**BILLING CODE 4910-59-M**

**Surface Transportation Board**

[No. MC-F-20783]

**Capitol Bus Company; Pooling; Greyhound Lines, Inc.**

**AGENCY:** Surface Transportation Board.<sup>1</sup>

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending

**ACTION:** Notice of proposed revenue pooling application.

**SUMMARY:** By application filed November 29, 1995, Capitol Bus Company (Capitol), of Harrisburg, PA, and Greyhound Lines, Inc. (Greyhound), of Dallas, TX, jointly request approval of a revenue pooling arrangement under former 49 U.S.C. 11342(a) with respect to their motor passenger transportation services between Syracuse, NY, and Harrisburg, PA, and between Harrisburg and Washington, DC. Applicants already pool transportation services on these routes, and under the proposal they also seek to pool the earnings from these routes. Their stated objective is to reduce excess bus capacity on the pooled routes and cement the business relationship between them.

**DATES:** Comments on the proposed agreement may be filed with the Board in the form of verified statements on or before March 1, 1996. Applicants' rebuttal statements are due on or before March 21, 1996.

**ADDRESSES:** Send verified statements to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, Room 1324, 1201 Constitution Avenue, N.W., Washington, DC 20423 and (2) Applicants' representatives: Dennis N. Barnes, Morgan, Lewis and Bockius, 1800 M Street, N.W. (#600N), Washington, DC 20036-7060; and Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

**FOR FURTHER INFORMATION CONTACT:** James Llewellyn Brown, (202) 927-5303 or Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** The Interstate Commerce Commission previously approved an agreement allowing Capitol and Greyhound to pool their services between Syracuse and Harrisburg and between Harrisburg and Washington, DC. See Capitol Bus Company—Pooling—Greyhound Lines, No. MC-F-19154 (Sub-No. 1) (ICC served Nov. 28, 1988). Under the proposed pooling arrangement, Capitol and Greyhound now seek to pool their revenues over these routes, as well.

Applicants state that, while their service pooling agreement has

before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 14302. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former section of the statute, 49 U.S.C. 11342(a).