

Connecticut Avenue, N.W., Washington, DC, 20036.

The agenda will be as follows:

Specific Working Group (WG) Sessions

October 7: WG 4A, Precision Landing Guidance (CAT II/III)

October 8: WG 4A (continued); WG 1, GPS/GLONASS

October 9: WG 2, WAAS; WG 4B, Airport Surface Surveillance

Plenary Session

October 10–11: (1) Chairman's Introductory Remarks; (2) Review/Approval of Minutes of Previous Meeting; (3) Review WG Progress and Identify Issues for Resolution: GPS/GLONASS (WG 1); GPS/WAAS (WG 2); GPS/Precision Landing Guidance and Airport Surface Surveillance (WG's 4 A&B and Ad Hoc); Interference Issues, Review of Interference Report (WG 6); (4) Review of EUROCAE Activities; (5) Final Review/Approval of Change 2 to DO-217 and the Assessment of Radio Frequency Interference Relevant to the GNSS Document; (6) Assignment/Review of Future Work; (7) Other Business; (8) Date and Location of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on September 16, 1996.

Terry R. Hannah,

Deputy Director, Office of System Architecture and Program Evaluation, ASD-2 Designated Official.

[FR Doc. 96-24174 Filed 9-19-96; 8:45 am]

BILLING CODE 4810-13-M

Flight Standards District Office at Reno, Nevada; Notice of Relocation

Notice is hereby given that on or about August 28, 1996, the Flight Standards District Office at 210 S. Rock Blvd., Reno, Nevada, 89502 will be relocating to 4900 Energy Way, Reno, Nevada. Services to the general public will continue to be provided by this office without interruption. This information will be reflected in the FAA Organization Statement the next time it is reissued. (Sec. 313(a), 72 Stat. 752; 49 U.S.C. 1354.)

Issued in Hawthorne, CA, on September 11, 1996.

William C. Withycombe,

Regional Administrator, Western-Pacific Region.

[FR Doc. 96-24180 Filed 9-19-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Bernalillo County, NM

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement (EIS) for improvements to the Interstate 25/Interstate 40 Interchange.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed transportation project in Bernalillo County, New Mexico in accordance with 23 CFR 771.

FOR FURTHER INFORMATION CONTACT: Reuben S. Thomas, Division Administrator, Federal Highway Administration, 604 W. San Mateo, Santa Fe, NM 87505, Telephone: (505) 820-2022.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Mexico State Highway and Transportation Department, will prepare an environmental impact statement (EIS) on a proposal to make improvements to the Interstate 25/Interstate 40 interchanges (Big I) in Albuquerque, New Mexico. The "Big I" is centrally located within the Albuquerque urban area of Bernalillo County, New Mexico. The "Big I" is a focal point for local, state and regional traffic using I-25 and I-40 and, as such, is a critical element of the interstate system in Albuquerque and the State. The study area for the I-25/I-40 interchange project includes a 2.7 mile section of I-25 and a 2.6 mile section of I-40. The study area includes the interstate system, including service interchanges, ramps and ramp intersections with arterial cross streets. The study area is bounded on the north by the Comanche Road interchange, on the east by the Carlisle Boulevard interchange, on the south by the Dr. Martin Luther King Jr. Avenue interchange, and on the west by the Sixth Street interchange. Three fundamental problems exist within the project area. These are: (1) Recurring congestion on the freeway mainline and ramps; (2) a significantly higher than normal accident rate and consequential congestion associated with these

accidents; and, (3) the need to replace aging bridge structures and pavement.

A major investment study scoping meeting was held to comply with metropolitan transportation planning regulations. The purpose of the "Big I" major investment study is to confirm the need for improvements to the interchange and adjacent interstate system. This study will also identify the design concept and scope of the needed transportation improvement and evaluate potential transportation alternatives that address the need for improvement.

Alternatives for consideration will include the No-Action option and alternatives identified in the major investment study.

Informal scoping for the proposal has begun. Comments were solicited from appropriate Native American groups, Federal, state and local agencies and from private organizations and citizens. Additional public information and formal scoping meetings will discuss our intention to prepare an Environmental Impact Statement and will provide opportunity for public and agency input to aid preparation of the documentation.

The draft EIS will be made available for Native American, public and agency review and comment. A public hearing will be advertised and held after document distribution and review.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues and impacts identified, comments and suggestions are invited from all interested parties. Comments on questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalogue 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 June 30, 1994.

Reuben S. Thomas,

Division Administrator, Santa Fe, NM.

[FR Doc. 96-24100 Filed 9-19-96; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement: Santa Fe County, NM

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent to prepare an environmental impact statement (EIS) for improvements to US 84/US 285.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed transportation project in Santa Fe County, New Mexico in accordance with 23 CFR 771.

FOR FURTHER INFORMATION CONTACT: Reuben S. Thomas, Division Administrator, Federal Highway Administration, 604 W. San Mateo, Santa Fe, NM 87505, Telephone: (505) 820-2022.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Mexico State Highway and Transportation Department, will prepare an environmental impact statement (EIS) on a proposal to make improvements to US 84/US 285 in Santa Fe County, New Mexico. The segment of US 84/US 285 under study is the major route connecting the State capital, Santa Fe, to destinations in northern New Mexico, including residential, recreation, commercial, cultural and historic areas. In the immediate area are the cities of Los Alamos, home of Los Alamos National Laboratory, and Espanola, the Pueblos of Pojoaque, Tesuque, and Nambe, numerous small surrounding communities, such as Tesuque and Cuyamungue, Santa Fe Ski Area, Santa Fe National Forest, and Bandelier National Monument.

The study area for the US 84/US 285 project is from Alamo Drive in Santa Fe to Viarrial Street in the Pueblo of Pojoaque, a distance of 22.5 kilometers or 14.0 miles. This portion of the highway traverses four political areas and portions of the City of Santa Fe, Santa Fe County, Pueblo of Tesuque, and Pueblo of Pojoaque.

The study corridor is currently a four-lane divided, partly suburban and partly rural highway with uncontrolled and unrestricted access. Three fundamental problems exist within the project area. These are: (1) capacity problems with current traffic projections; (2) a significantly higher than normal accident rate and consequential congestion associated with these accidents; and, (3) the need to replace aging bridge structures and pavement.

A major investment study scoping meeting was held to comply with metropolitan transportation planning regulations. The MIS will: (1) evaluate the need for improvements, (2) identify the design concept and scope of the needed transportation improvements and (3) evaluate potential transportation alternatives that address the need for improvement. Alternatives for consideration will include the No-Action option and alternatives identified in the major investment

study. Options include, but are not limited to, access control, traffic lights, interchanges, intersection realignment, additional general purpose lanes, frontage roads and park and ride lots.

Informal scoping for the proposal has begun. Comments were solicited from appropriate Native American groups, Federal, State and local agencies and from private organizations and citizens.

Additional public information and formal scoping meetings will discuss our intention to prepare an Environmental Impact Statement and will provide opportunity for public and agency input.

The draft EIS will be made available for Native American, public and agency review and comment. A public hearing will be advertised and held during the review period.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues and impacts identified, comments and suggestions are invited from all interested parties. Comments on questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalogue 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 June 30, 1994.

Reuben S. Thomas,

Division Administrator, Santa Fe, NM.

[FR Doc. 96-24101 Filed 9-19-96; 8:45 am]

BILLING CODE 4910-22-M

National Highway Traffic Safety Administration

[Docket No. 96-068; Notice 2]

Michelin North America, Inc.; Grant of Application for Decision of Inconsequential Noncompliance

This notice grants the application by Michelin North America, Inc. (Michelin) of Greenville, South Carolina, to be exempted from the notification and remedy requirements of 49 U.S.C. 30118, 30120 for a noncompliance with 49 CFR 571.109, Federal Motor Vehicle Safety Standard (FMVSS) No. 109, "New Pneumatic Tires." The basis of the application is that the noncompliance is inconsequential as it relates to motor vehicle safety.

Notice of receipt of the application was published on June 25, 1996, and an opportunity was afforded for comment (Vol. 61, No. 123 CFR 32896).

Background

Paragraph S4.3(a) of FMVSS No. 109 requires tires to be labeled with one size designation, except that equivalent inch and metric size designations may be used.

Michelin's description of noncompliance follows:

"During the period of the 25th week through the 45th week of 1995, the Ardmore, Oklahoma, plant of Uniroyal Goodrich Tire Manufacturing, a division of Michelin North America, Inc., produced tires with two size designations specified on one sidewall of the tire. Specifically, in the upper sidewall of the tire, in letters 0.44 inches high, the tire was correctly marked as a 205/70R15. The tire was incorrectly marked in the lower sidewall area, in letters 0.25 inches high, as a 205/75R15. This incorrect marking occurred on the side opposite the DOT tire identification number. The correct marking also appears in two places on the side that contains the DOT tire identification number. The markings specified by 49 CFR 571.109 S4.3(a) call for only one size designation. All performance requirements of FMVSS #109 are met or exceeded for these tires.

"Approximately 4,708 205/70R15 BF Goodrich Touring T/A SR4 tires were produced with the aforementioned information on one sidewall of the tire. Of this total, as many as 730 were shipped to the replacement market. The remaining tires have been isolated in [Michelin's] warehouses and will be brought into full compliance with the marking requirements of FMVSS No. 109 or scrapped."

Michelin supported its application for inconsequential noncompliance with the following:

"1. All tires have a paper label, showing the correct size, applied to the tire tread. Tires are generally 'pulled from the rack' based on the paper label. Thus information on the correct tire size for the application would be available.

"2. The tire size is incorrect, in one of four places, only with respect to the aspect ratio (or series), that is 75. Both the section width designation of 205 and the rim diameter code of 15 are correct. The correct maximum load and inflation pressure for the 205/70R15 is molded on both sides of the tire.

"3. The tire size is correctly stamped on both sides in letters 0.44 inch high. Thus attention should be more readily drawn to the correct tire size than to the incorrect size which is in much smaller letters.

"4. When these tires are mounted on the vehicle, the 'clean' side (i.e. the side