

**FOR FURTHER INFORMATION CONTACT:**

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

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

Donald P. Byrne,

*Assistant Chief Counsel for Regulations.*

**Petitions for Exemption**

*Docket No.:* 011SW.

*Petitioner:* Agusta S.P.A.

*Sections of the FAR Affected:* 14 CFR 27.1(a).

*Description of Relief Sought:* To allow Agusta to increase the maximum gross weight of the Agusta A109 series helicopters from 6,000 to 7,000 pounds.

*Docket No.:* 28383.

*Petitioner:* Matsushita Avionics Systems Corporation.

*Sections of the FAR Affected:* 14 CFR 21.303(g) and 21.325(b)(3).

*Description of Relief Sought:* To permit Matsushita Avionics Systems Corporation (MAS) to produce parts under a Parts Manufacturer Approval at its divisional facility located in Osaka, Japan. The exemption, if granted, would also permit Designated Manufacturing Inspection Representatives employed by MAS to issue Export Airworthiness Approvals or Identification Tags (Form 8130-0) for products shipped from the Osaka facility.

*Docket No.:* 28440.

*Petitioner:* Companhia Eletromecanica Celma.

*Sections of the FAR Affected:* 14 CFR 145.47(b)

*Description of Relief Sought:* To permit Companhia Eletromecanica Celma, an FAA-certificated foreign repair station located at Petropolis (FAA Certificate No. EM4Y159M) to substitute the calibration standards of the Brazilian national standards laboratory, Instituto Nacional de Metrologia, Normalização e Qualidade Industrial, for the calibration standards of the U.S. National Institute of Standards and Technology for its inspection and test equipment.

[FR Doc. 96-3978 Filed 2-21-96; 8:45 am]

BILLING CODE 4910-13-M

**International Civil Aviation Organization (ICAO), Committee On Aviation Environmental Protection (CAEP)**

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

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise interested parties of a briefing to be given by The Office of Environment and Energy on the results of the third meeting of the ICAO/CAEP Montreal, Canada, December 5-15, 1995. The ICAO/CAEP is a group of aviation experts from government and industry responsible for recommending international noise and emissions standards for civil aircraft and engines.

**DATES:** The meeting will be held on March 1, 1996.

**TIME:** 1:00 pm to 3:00 pm.

**ADDRESS:** The meeting will be held at Federal Aviation Administration, Washington, DC, in room 5 AB.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jim Muldoon, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, fax (202) 267-5594.

In 1992, four working groups were established under the CAEP to pursue the work of the committee. Terms of reference were developed to undertake specific studies related to the control of aircraft noise and gaseous emissions from aircraft engines. The working groups completed their studies and the findings were presented in Bonn, Germany, June, 1995. A briefing was provided by The Office of Environment and Energy on the results of that meeting on Sept. 15, 1995. The primary purpose of the December ICAO/CAEP meeting was to evaluate the analyses and recommendations of the working groups and to establish a future work program for the Committee.

The agenda for the March meeting will include:

- An overview of the meeting
- The disposition of recommendations on Noise and Emission Stringency by CAEP
- Next steps in the ICAO process
- Future CAEP work
- Question, comment and answer period

Attendance is open to the public, and will only be limited by space available. Arrangements can be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if

requested 7 calendar days before the meeting.

Jim Muldoon,

*Office of Environment and Energy.*

[FR Doc. 96-3966 Filed 2-16-96; 1:36 pm]

BILLING CODE 4910-13-M

**Notice of Intent to Rule on Application to Use the Revenue from a Passenger Facility Charge (PFC) at Pellston Regional Airport of Emmet County, Pellston, Michigan**

**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 Pellston Regional Airport of Emmet County 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 25, 1996.

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

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Raymond L. Thompson, Airport Manager, of the County of Emmet at the following address: Pellston Regional Airport of Emmet County U.S. 31 North Pellston, Michigan 49769.

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

**FOR FURTHER INFORMATION CONTACT:**

Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). 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 Pellston Regional Airport of Emmet County 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 February 7, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the County of Emmet 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 May 22, 1996.

The following is a brief overview of the application.

PFC Application No.: 96-03-U-00-PLN;

Level of the PFC: \$3.00;

Actual charge effective date: March 1, 1993;

Estimated charge expiration date: January 31, 1998;

Total approved net PFC revenue: \$177,717.00; and

Brief description of proposed project(s): Rehabilitate Taxiway A; Rehabilitate medium intensity runway lighting (MIRL) for Runway 5/23; Purchase snow removal equipment (SRE).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs; air taxis and charters.

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 County of Emmet.

Issued in Des Plaines, Illinois, on February 14, 1995.

Benito DeLeon,

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

[FR Doc. 96-3975 Filed 2-21-96; 8:45 am]

BILLING CODE 4910-13-M

## National Highway Traffic Safety Administration

[Docket No. 95-27; Notice 2]

### Decision That Nonconforming 1994 Volvo 945 GL Wagons Are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1994 Volvo 945 GL Wagons are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1994 Volvo 945 GL Wagons 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 a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the 1994 Volvo 940 GL Wagon), and they are capable of being readily altered to conform to the standards.

**DATE:** This decision is effective as of the date of its publication in the Federal Register (February 22, 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.

Champagne Imports, Inc. of Lansdale, Pennsylvania (Registered Importer No. R-90-009) petitioned NHTSA to decide whether 1994 Volvo 945 GL Wagon passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on May 1, 1995 (60 FR 21235) to afford an opportunity for public comment. As stated in the notice, the vehicle which

Champagne believes is substantially similar is the 1994 Volvo 940 GL Wagon. Champagne submitted information indicating that the 1994 Volvo 940 GL Wagon was certified as conforming to all applicable Federal motor vehicle safety standards and offered for sale in the United States.

Champagne submitted information with its petition intended to demonstrate that the 1994 Volvo 945 GL Wagon, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as the 1994 Volvo 940 GL Wagon, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claimed that the 1994 Volvo 945 GL Wagon is identical to the 1994 Volvo 940 GL Wagon with respect to compliance with Standard 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*, 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*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner stated that the 1994 Volvo 940 GL Wagon complies with the Bumper Standard found in 49 CFR part 581.

Petitioner also contended that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) Substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) installation of a seat belt warning lamp; (c) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.—model headlamp assemblies which incorporate sealed beam headlamps; (b) installation of U.S.—model front and rear sidemarker/reflector assemblies; (c) installation of U.S.—model taillamp assemblies; (d) installation of a high mounted stop lamp.