

**heading, FOR FURTHER INFORMATION CONTACT.**

Issued in Orlando, Florida, March 18, 1997.

**Charles E. Blair,**

*Manager, Orlando Airports District Office.*

[FR Doc. 97-7665 Filed 3-25-97; 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 Ontario International Airport (ONT), Ontario, CA**

**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 Ontario International 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).

**DATES:** Comments must be received on or before April 25, 1997.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Jerald K. Lee, Deputy Executive Director, Los Angeles Department of Airports, One World Way, Los Angeles, CA 90045.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Los Angeles Department of Airports under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** John Milligan, Supervisor, Standards Section, AWP-621, Airports Division, Federal Aviation Administration, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261, Telephone (310) 725-3621. 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 the Ontario International 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 February 26, 1997 the FAA determined that the application to use the revenue from a PFC submitted by the Los Angeles Department of Airports 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 June 24, 1997.

The following is a brief overview of the application.

*PFC application number:* PFC No. 95-02-U-00-ONT.

*Level of PFC:* \$3.00.

*Actual charge effective date:* July 1, 1993.

*Actual charge expiration date:* November 30, 1997.

*Total net PFC revenue collected:* \$33,148,439.00.

*Total net PFC revenue to be used:* \$33,148,439.00.

*Brief description of the proposed use project:* ONT Terminal Development Program.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi/Commercial Operators (ATCO) filing 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 Los Angeles Department of Airports.

Issued in Los Angeles, California on March 11, 1997.

**Herman C. Bliss,**

*Manager, Airports Division, Western-Pacific Region.*

[FR Doc. 97-7666 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

**Federal Railroad Administration**

**Maglev Study Advisory Committee; Notice of Fourth Meeting**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of fourth meeting of the Maglev Study Advisory Committee.

**SUMMARY:** As required by Section 9(a)(2) of the Federal Advisory Committee Act (FACA), 5 U.S.C. App. 2 (1988) and 41 CFR Part 101-6, section 101-6, 1015(a), the Federal Railroad Administration (FRA) gives notice of the fourth meeting of the Maglev Study Advisory Committee ("MSAC"). The purpose of the meeting is to advise DOT/FRA on

the Congressionally mandated study of the near-term applications of maglev technology in the United States.

**DATES:** The fourth meeting of the MSAC is scheduled for 8:30 a.m. to 4:30 p.m. EST on Monday and Tuesday, April 7 and 8, 1997.

**ADDRESSES:** The fourth meeting of the MSAC will be held in the 7th floor Conference Room at FRA Headquarters, 1120 Vermont Avenue NW., Washington, DC. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Those with special needs should inform Mr. Mongini 5 days in advance of the meeting so appropriate facilities can be provided.

**FOR FURTHER INFORMATION CONTACT:** Arrigo Mongini, Deputy Associate Administrator for Railroad Development, FRA RDV-2, 400 Seventh Street SW., Washington, DC 20590 (mailing address only) or by telephone at (202) 632-3286.

**SUPPLEMENTARY INFORMATION:** The fourth meeting of the Maglev Study Advisory Committee (MSAC) will be held on April 7 and 8 from 8:30 a.m. to 4:30 p.m. at the Federal Railroad Administration (FRA) headquarters, 1120 Vermont Avenue, NW., Washington, DC, in the 7th floor conference room. The meeting is open to the public.

The MSAC was created by the National Highway System Designation Act to advise the Secretary of Transportation in the preparation of a report to be submitted by the Secretary to the Congress evaluating the near term applications of magnetic levitation transportation technology in the U.S. "with particular emphasis on identifying projects warranting immediate application of such technology." The Act further specifies that the study also "evaluate the use of innovative finance techniques for the construction and operation of such projects." The eight committee members collectively have experience in magnetic levitation transportation, design and construction, public and private finance, and infrastructure policy disciplines. The conference report on the National Highway System Designation Act specifies that "[t]he Committee should identify and analyze specific magnetic levitation projects, such as a connector from New York City to its airports, the transportation project under development between Baltimore, Maryland and Washington, DC, and technology transfer efforts underway in Pittsburgh, Pennsylvania, so that Congress can better assess how near-term magnetic levitation technology

could complement existing modes of transportation \* \* \*." The Secretary has assigned responsibility for preparing the report to the Federal Railroad Administrator, working closely with the MSAC. The Secretary's report to the Congress will discuss the extent to which the above and other potential magnetic levitation projects warrant immediate application, taking into account such factors as ability to be financed, benefits vs. costs, extent of public commitment and support, and national significance.

This meeting will focus on the financing of near-term applications of maglev technology. Experts with backgrounds in the financing of public-private partnerships have been invited to address the Committee.

**Jolene M. Molitoris,**  
*Administrator.*

[FR Doc. 97-7564 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-06-P

## National Highway Traffic Safety Administration

### Announcing a Meeting of the Crash Avoidance Research Subcommittee of the Motor Vehicle Safety Research Advisory Committee

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

**ACTION:** Meeting Announcement.

**SUMMARY:** This notice announces a public meeting of the Crash Avoidance Research Subcommittee of the Motor Vehicle Safety Research Advisory Committee (MVSAC). The MVSAC was established in accordance with the provisions of the Federal Advisory Committee Act to obtain dependent advice on motor vehicle safety research. Discussions at this meeting will include specific topics in NHTSA's Crash Avoidance research programs.

**DATE AND TIME:** The meeting is scheduled from 9:00 a.m. to 12 noon on April 14, 1997.

**ADDRESSES:** The meeting will be held in room 6244-6248 of the U. S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** In May 1987, the Motor Vehicle Safety Research Advisory Committee was established. The purpose of the Committee is to provide an independent source of ideas for motor vehicle safety research. The MVSAC will provide information, advice and recommendations to NHTSA on matters relating to motor vehicle safety research, and provide a forum for the development, consideration, and

communication of motor vehicle safety research, as set forth in the MVSAC Charter. The Crash Avoidance Research Subcommittee will provide information, advice, and recommendation to NHTSA on matters relating to NHTSA crash avoidance research.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the Committee Chairperson.

A public reference file (Number 88-01) has been established to contain the products of the Committee and will be open to the public during the hours of 9:30 a.m. to 4:00 p.m. at the National Highway Traffic Safety Administration's Technical Reference Division in room 5108 at 400 Seventh Street, S.W., Washington, DC 20590, telephone: (202) 366-2768.

**FOR FURTHER INFORMATION CONTACT:** Mrs. Donna Stenski, Office of Crash Avoidance Research and Development, 400 Seventh Street, S.W., room 6206, Washington, DC 20590, telephone: (202) 366-5662.

Issued on: March 18, 1997.

**Joseph N. Kaniahira,**  
*Chairperson, Crash Avoidance Subcommittee, Motor Vehicle Safety Research Advisory Committee.*

[FR Doc. 97-7555 Filed 3-25-97; 8:45 am]

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## [Docket No. 97-017; Notice 1]

### Notice of Receipt of Petition for Decision That Nonconforming 1990 Porsche 928 S4 Passenger Cars Are Eligible for Importation

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

**ACTION:** Notice of receipt of petition for decision that nonconforming 1990 Porsche 928 S4 passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1990 Porsche 928 S4 that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is April 25, 1997.

**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 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, 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 ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1990 Porsche 928 S4 passenger cars are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1990 Porsche 928 S4 that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1990 Porsche 928 S4 to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.