

Issued in Washington, D.C., on April 16, 1997.

Janice L. Peters,
Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc. Special Committee 172; Future Air-Ground Communications in the VHF Aeronautical Data Band (118-137 MHz)

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held May 14-16, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: Wednesday, May 14: (1) Plenary Convened at 9:00 a.m. for 30 minutes; (2) Introductory Remarks; (3) Review and Approval of the Agenda; (4) Working Group (WG-2, VHF Data Radio Signal-in-Space MASPS, Continue Refinement of Upper Layers and Review Change 1 of the MASPS. Thursday, May 15: (a.m.) (5) WG-2 Continues; (p.m.) (6) WG-3, Review of Activities in VHF Digital Radio MOPS Document Program. Friday, May 16: (7) Plenary Reconvenes at 9:00 a.m.; (8) Review and Approval of the Minutes of the Previous Meeting; (9) Presentation of "Speak Easy"; (10) EUROCAE WG-47 Report; (11) Reports from WG's 2 & 3 Activities; (12) Reports on CSMA Validation and FAA Vocoder Activity; (13) Review Issues List and Address Future Work; (14) Other Business; (15) Dates and Places of Next Meetings.

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); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on April 14, 1997.

Janice L. Peters,
Designated Official.

[FR Doc. 97-10400 Filed 4-21-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application; Number 97-02-C-00-ALO To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Waterloo Municipal Airport, Waterloo, IA

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 Waterloo Municipal Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation 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 May 22, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Terry E. Lorenzen, Director of Aviation of the Waterloo Airport Commission at the following address: Waterloo Municipal Airport, 2790 Airport Boulevard, Waterloo, Iowa 50703.

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

FOR FURTHER INFORMATION CONTACT: Lorna Sandridge, PFC Program Manager, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. 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 the Waterloo Municipal 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 April 9, 1997, the FAA determined that the application to

impose and use the revenue from a PFC submitted by the Waterloo Airport Commission, Waterloo, Iowa, 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 July 29, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June, 1998.

Proposed charge expiration date: May, 1999.

Total estimated PFC revenue: \$153,660.

Brief description of proposed project(s): Overlay Runway 18/36 (construction); Rehabilitation of terminal apron and general aviation apron; replace a snow blower and a snow grader/tractor.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION.**

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

Issued in Kansas City, Missouri on April 9, 1997.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 97-10366 Filed 4-21-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-22; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1994 Mercedes-Benz S600L Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1994 Mercedes-Benz S600L 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 1994 Mercedes-Benz S600L 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 May 21, 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 of 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**.

Northern California Diagnostic Laboratories, Inc. of Napa, California ("NCDL") (Registered Importer No. R-92-011) has petitioned NHTSA to decide whether 1994 Mercedes-Benz S600L passenger cars are eligible for importation into the United States. The vehicle which NCDL believes is substantially similar is the 1994 Mercedes-Benz S600. NCDL has submitted information indicating that Daimler-Benz A.G., the company that manufactured the 1994 Mercedes-Benz S600, certified that vehicle as

conforming to all applicable Federal Motor vehicle safety standards and offered it for sale in the United States.

The petitioner contends that it carefully compared the 1994 Mercedes-Benz S600L to the 1994 Mercedes-Benz S600, and found the two models to be substantially similar with respect to compliance with most applicable Federal motor vehicle safety standards. The petitioner informed the agency that both vehicles are 4-door sedans, with the S600L having an extended wheel base.

NCDL submitted information with its petition intended to demonstrate that the 1994 Mercedes-Benz S600L, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as the 1994 Mercedes-Benz S600 that was offered for sale in the United States, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1994 Mercedes-Benz S600L is identical to the certified 1994 Mercedes-Benz S600 with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 125 *Warning Devices*, 129 *New Non-pneumatic Tires for Passenger Cars*, 135 *Passenger Car Brake 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*, 208 *Occupant Crash Protection*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that the 1994 Mercedes-Benz S600L complies with the Bumper Standard found in 49 CFR Part 581.

Petitioner also contends 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 that displays the appropriate symbol; (c) recalibration of the speedometer/odometer for 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 taillamp assemblies; (c) Installation of U.S.—model front and rear sidemarker/reflector assemblies; (d) Installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 111 *Rearview Mirrors*: Modification of the passenger side rear view mirror.

Standard No. 114 *Theft Protection*: Installation of a buzzer microswitch in the steering lock assembly, and a warning buzzer.

Standard No. 118 *Power Window Systems*: Rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 214 *Side Impact Protection*: Installation of reinforced door beams.

Standard No. 301 *Fuel System Integrity*: Installation of a rollover valve in the fuel tank vent line.

Additionally, the petitioner states that a Vehicle Identification Number plate will be affixed to the vehicle to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

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: April 9, 1997.

Marilynne Jacobs,
Director, Office of Vehicle Safety Compliance.
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