

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 office of the Huntsville-Madison County Airport Authority.

Issued in Jackson, Mississippi on July 23, 1996.

Wayne Atkinson,

Manager, Airports District Office, Southern Region, Jackson, Mississippi.

[FR Doc. 96-19360 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-13-M

Maritime Administration

[Docket S-939]

Lykes Bros. Steamship Co., Inc.; Notice of Application for a Waiver of Section 804(a) of the Merchant Marine Act, 1936, as Amended, to Participate in a Space Charter and Sailing Agreement With Foreign-Flag Operators

Lykes Bros. Steamship Co., Inc. (Lykes) by application dated July 11, 1996, requests a waiver of the provisions of Section 804 of the Merchant Marine Act, 1936, as amended (Act), through December 31, 1997, the expiration of its operating-differential subsidy (O.D.S.) contract MA/MSB-451, to permit it to participate in a space charter and sailing agreement with Transportacion Maritima Mexicana, S.A. de C.V. (TMM), and Contship Containerlines Ltd. (Contship) to serve primarily the foreign commerce of the United States.

The purpose of the Agreement is to improve the productivity and operating efficiency of the parties' vessels and equipment and to provide efficient, reliable and stable liner shipping services through space chartering and coordination of sailings. The Agreement does not authorize the parties to fix rates.

The Agreement covers the trade between ports on the Atlantic Coast of Florida and U.S. Gulf Coast, and ports in Spain, Italy, and France and between ports on the Atlantic Coast of Florida and the U.S. Gulf Coast and ports on the Gulf Coast of Mexico.

Assuming approval of the Agreement by the Maritime Administration and the Federal Maritime Commission, Lykes three subsidized Pacesetter Class vessels—HOWELL LYKES, THOMPSON LYKES, and JEAN LYKES—will serve the Mediterranean trade from U.S. Atlantic ports North of Florida. Lykes

will initially charter space on TMM and Contship vessels providing service between Mexican, U.S. Gulf and Florida ports and Mediterranean ports in Spain, Italy and France. The vessels are scheduled to call at ports including but not limited to: Houston, Altamira, Veracruz, New Orleans, Mobile, Miami, Valencia, Barcelona, La Spezia, and Gioia Tauro.

According to Lykes, the Contship and TMM vessels that serve the above trades and any Lykes vessels that might ultimately serve those trades will not compete "with any American-flag service determined by the secretary to be essential as provided in Section 211 of this Act" as that term is used in Section 604(a) of the Act.

Lykes points out that Sea-Land does not provide an all U.S.-flag direct service to the Mediterranean from Mexican, U.S. Gulf or Florida ports. Farrell Lines, Inc.'s (Farrell) Mediterranean service does not include U.S. Gulf, Mexican or Florida ports. Waterman Steamship Co. (Waterman) only serves Mediterranean ports in Egypt from the U.S. Gulf. Because the parties to the proposed Space Charter and Sailing Agreement will provide direct service to the Western Mediterranean ports in Spain, Italy, and France, Lykes believes that the parties to this Agreement will not compete with any American-flag service determined to be essential by the Secretary.

In Lykes' view, there are ample good cause and special circumstances to support the granting of this application. The opportunity this proposed agreement offers to rationalize schedules will permit operational savings to be realized and lend considerable flexibility to Lykes' schedules through the use of space on Contship and TMM vessels. The agreement will enable Lykes to offer shippers broader, more responsive service without any additional capital outlays. Lykes contends that its presence on the proposed routes is essential to the preservation of its customer base which relies on Lykes to provide a sufficiently broad array of services to satisfy their multitrade transportation needs. It will also assist Lykes in maintaining its experienced management. The additional revenue that the agreement will permit Lykes to earn will also spread overhead costs currently being borne by a limited number of Lykes U.S.-flag vessels, over an additional number of vessels.

Lykes notes that the scrapping of its older U.S.-flag vessels has accelerated and there is no program in place for the construction of replacement tonnage in the United States. Moreover, satisfactory

existing U.S.-flag vessels are also not available to serve the contemplated services. Consequently, Lykes maintains that the proposed Agreement will not affect U.S. seafaring jobs. Since Lykes' O.S. contract expires in approximately seventeen (17) months, Lykes concludes that approval of this Agreement is critical if it is to gradually position itself as a viable mixed U.S.-flag, foreign-flag operation capable of operating independent of subsidy.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such request within the meaning of section 804 of the Act and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Comments must be received no later than 5:00 p.m. on August 2, 1996. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator will consider any comments submitted and take such action with respect thereto as may be deemed appropriate

(Catalog of Federal Domestic Assistance Program No. 20.804 (Operating-Differential Subsidies)).

By Order of the Maritime Administrator.

Dated: July 24, 1996.

Edmund T. Sommer, Jr.,

Acting Secretary.

[FR Doc. 96-19363 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-81-P

Corrected Notice of Change of Name of Approved Trustee

This corrects Notice appearing at 61 FR 29445 (June 10, 1996).

Notice is hereby given that effective December 1, 1995, approved Trustee, Shawmut Bank Connecticut N.A., with offices at 777 Main Street, Hartford, Connecticut 06115, changed its name to Fleet National Bank of Connecticut. Further, effective April 1, 1996, Fleet National Bank of Connecticut changed its name to Fleet National Bank.

Dated: July 24, 1996.

By Order of the Maritime Administrator.

Edmund T. Sommer, Jr.,

Acting Secretary.

[FR Doc. 96-19364 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-81-P

National Highway Traffic Safety Administration

[Docket No. 96-081; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1990-1993 Mazda Miata (MX-5) Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1990-1993 Mazda Miata (MX-5) 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 1990-1993 Mazda Miata (MX-5) passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is August 30, 1996.

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) (formerly section 108(c)(3)(A)(i)(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.

J.K. Motors, Inc. of Kingsville, Maryland (J.K.) (Registered Importer 90-006) has petitioned NHTSA to decide whether 1990-1993 Mazda Miata (MX-5) passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are the 1990-1993 Mazda Miata (MX-5) that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1990-1993 Mazda Miata (MX-5) to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that the non-U.S. certified 1990-1993 Mazda Miata (MX-5) passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1990-1993 Mazda Miata (MX-5) passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standards No. 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*, 203 *Impact Protection for the Driver From the Steering Control System*, 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*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified 1990-1993 Mazda Miata (MX-5) passenger cars comply with the Bumper Standard found in 49 CFR Part 581.

Petitioner also contends that the vehicles are 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) 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 headlamps and front sidemarkers; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarkers.

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

Standard No. 111 *Rearview Mirror*: replacement of the passenger side rearview mirror with a U.S.-model component.

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

Standard No. 115 *Vehicle Identification Number*: installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

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

Standard No. 208 *Occupant Crash Protection*: (a) installation of a seat belt warning buzzer; (b) installation of a driver's side knee bolster. The petitioner states that the vehicles are equipped with driver's side air bags and manual lap and shoulder belts that have identical part numbers to those found on the vehicles' U.S. certified counterparts.

Standard No. 214 *Side Impact Protection*: installation of door bars.

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, S.W., 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: July 24, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 96-19355 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-59-P

[Docket No. 96-078; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1995 BMW 520 Series Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1995 BMW 520 Series 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 1995 BMW 520 Series passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by its manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is August 30, 1996.

ADDRESS: 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) (formerly section 108(c)(3)(A)(i)(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.

J.K. Motors, Inc. of Kingsville, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1995 BMW 520 Series passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are 1995 BMW 520 Series passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Bayerische Motoren Werke, A.G., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1995 BMW 520 Series passenger cars to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that non-U.S. certified 1995 BMW 520 Series

passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1995 BMW 520 Series passenger cars are identical to their U.S. certified counterparts 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*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified 1995 BMW 520 Series passenger cars comply with the Bumper Standard found in 49 CFR Part 581.

Petitioner also contends that the vehicles are 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) replacement of the speedometer with one calibrated in miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamps and front sidemarkers; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarkers; (c) installation of a high mounted stop lamp.

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

Standard No. 111 *Rearview Mirror*: replacement of the passenger side rearview mirror with a U.S.-model component.

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