

DEPARTMENT OF TRANSPORTATION**Office of the Secretary**

[Dockets OST-95-666 and OST-95-667]

APPLICATIONS OF SUNWORLD INTERNATIONAL AIRLINES, INC. FOR ISSUANCE OF NEW CERTIFICATE AUTHORITY**AGENCY:** Department of Transportation.**ACTION:** Notice of Order to Show Cause (Order 96-2-58)

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order (1) finding Sunworld International Airlines, Inc., fit, willing, and able, and (2) awarding it certificates of public convenience and necessity to engage in interstate and foreign scheduled air transportation of persons, property, and mail, for a period of one year.

DATES: Persons wishing to file objections should do so no later than March 7, 1996.

ADDRESSES: Objections and answers to objections should be filed in Dockets OST-95-666 and OST-95-667 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Janet A. Davis, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590, (202) 366-9721.

Dated: February 29, 1996.

Charkes A. Hunnicutt
Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-5192 Filed 3-5-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration**[Special Committee 184]****[RTCA, Inc.; Minimum Performance and Installation Standards for Runaway Guard Lights**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. Appendix 2), notice is hereby given for a Special Committee 184 meeting to be held March 26, 1996, starting at 9:30 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: (1) Administrative Announcements; (2) Chairman's Introductory Remarks; (3) Review and Approval of Meeting Agenda; (4) Review and Approval of Minutes of the Previous Meeting; (5) Review Work Assignments from the Previous Meeting; (6) Complete All Sections of Draft in Preparation for Distribution for Comment; (7) Other Business; (8) Date and Place 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, D.C. 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 February 28, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96-5123 Filed 3-5-96; 8:45 am]

BILLING CODE 4810-13-M

Intent to Rule on Application to Use the Revenue From a Passenger Facility Charge (PFC) Collected at Los Angeles International Airport (LAX), Los Angeles, California**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 Los Angeles 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before April 15, 1996.

ADDRESSES: Comments on this application may be mailed in triplicate to the following mailing address: Federal Aviation Administration, Airports Division, P.O. Box 92007, WWPC, Los Angeles, CA 90009, or delivered in triplicate to the following street address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Hawthorne, CA 90261.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. 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:

Mr. John P. Milligan, Supervisor, Standards Section, AWP-621m Airports Division, Federal Aviation Administration, 15000 Aviation Blvd., Hawthorne, CA 90261, Tel (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 LAX 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 14, 1996, 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 May 31, 1996.

The following is a brief overview of the application (PFC application [?])

Level of PFC: \$3.00.

Actual charge effective date: July 1, 1993.

Actual charge expiration date: December 31, 1995.

Total estimated net PFC revenue collected: \$168,000,000.

Total estimated PFC revenue to be used: \$116,000,000.

The balance of approximately \$52,000,000 in PFC revenue is concurrently proposed for airfield projects at Ontario International Airport (ONT) and LAX under a separate PFC application. This is part of an informal resolution process in accordance with section 168.83 of FAR Part 158.

Brief description of proposed 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, including: American Trans Air Execujet, CFI, Inc., Chrysler Aviation, Corporate Flight, Inc., Elliott Aviation, Geneva International, Key Air, KMR Aviation, Louisiana Pacific

Corporation, Mayo Aviation, Inc., Mcathco Enterprises, Inc., Modesto Executive Air Charter, Morgan Equipment, Raleigh Jet Charter, Samaritan Health Services, Valko, Inc., Windstar Aviation Corp., and Yecny Enterprises, Inc.

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, Los Angeles International Airport.

Issued in Los Angeles, California on February 16, 1996.

Robert C. Bloom,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 96-5124 Filed 3-5-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-94; Notice 2]

Decision that Nonconforming 1991 BMW 735IL Passenger Cars are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1991 BMW 735IL passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1991 BMW 735IL passenger cars 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 U.S.-certified version of the 1991 BMW 735IL), and they are capable of being readily altered to conform to the standards.

EFFECTIVE DATE: March 6, 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 Landsale, Pennsylvania (Registered Importer R-90-009) petitioned NHTSA to decide whether 1991 BMW 735IL passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on December 11, 1995 (60 FR 63568) to afford an opportunity for public comment. The Reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-146 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1991 BMW 735IL not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1991 BMW 735IL originally manufactured for importation into and

sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: February 29, 1996.

Marilynnne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 96-5128 Filed 3-5-96; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-96; Notice 2]

Decision that Nonconforming 1992 and 1993 Mercedes-Benz 500SEL Passenger Cars are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1992 and 1993 Mercedes-Benz 500SEL passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1992 and 1993 Mercedes-Benz 500SEL passenger cars 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 vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified versions of the 1992 and 1993 Mercedes-Benz 500SEL), and they are capable of being readily altered to conform to the standards.

EFFECTIVE DATE: March 6, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-3766-5306).

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),