

**Research, Engineering and Development Advisory Committee, Subcommittee on Human Factors; Meeting**

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. app. 2), notice is hereby given of a meeting of the Subcommittee on Human Factors of the Federal Aviation Administration (FAA) Research, Engineering and Development (R, E&D) Advisory Committee to be held on Wednesday, June 28, 1995, from 9 a.m. to 5 p.m. and continuing on Thursday, June 29, 1995, from 9 a.m. to 5 p.m. The meeting will take place in Washington, DC, at the Capital Gallery Building, 600 Maryland Avenue, Fifth Floor, Suite 500.

The agenda for this meeting will include discussion of the role of human factors in the acquisition of systems in the FAA and the operation of systems in the national airspace system.

Attendance is open to the interested public but limited to the space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements, obtain information, or attend the meeting should contact Dr. Mark Hofmann, AAR-100, 800 Independence Avenue, SW., Washington, DC at (202) 267-7125, the FAA designated federal official to the subcommittee.

Members of the public may present a written statement to the subcommittee at any time.

Issued in Washington, DC, on June 8, 1995.

**Lee A. Olson,**

*Coordinator for the R, E&D Advisory Committee.*

[FR Doc. 95-14657 Filed 6-14-95; 8:45 am]

BILLING CODE 4310-13-M

**Notice of Intent To Rule on Application To Impose and Use the Revenues From a Passenger Facility Charge (PFC) at Charlottesville-Albermarle Airport, Charlottesville, Virginia**

**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 Charlottesville-Albermarle 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 July 17, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Washington Airports District Office, 101 West Board Street, Suite 300, Falls Church, Virginia 22046

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bryan Elliot, Director of Aviation, Charlottesville-Albermarle Airport Authority, at the following address: Charlottesville-Albermarle Airport Authority, 201 Bowen Loop, Charlottesville, Virginia 22901

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Charlottesville-Albermarle Airport Authority under Section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Robert Mendez, Manager, Washington Airports District Office 101 West Broad Street, Suite 300 Falls Church, Virginia 22046. 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 Charlottesville-Albermarle 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 May 30, 1995, the FAA Determined that the application to impose and use the revenue from a PFC submitted by the Charlottesville-Albermarle Airport Authority 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 September 16, 1995

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00  
Proposed charge effective date: April 1, 1995

Proposed charge expiration date: June 15, 2001

Total estimated PFC revenue: \$2,697,646

Brief description of proposed project(s):

—Debt Financing for Acquisition of Snow Removal and ARFF Vehicle approved by FAA PFC eligible Projects (Impose & Use)

—Construct Air Carrier Ramp (Impose Only)

—Reconstruct Taxiway A (Impose Only)

Class or classes of air carriers which the public agency has requested not be required to collect PFC: Air Taxi/commercial operators filing FAA Form 1800-31 and foreign air carriers.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Charlottesville-Albermarle Airport Authority.

Issued in Jamaica, New York, on June 6, 1995.

**Anthony P. Spera,**

*Acting Manager, Airports Division, Eastern Region.*

[FR Doc. 95-14668 Filed 6-14-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Application To Impose and Use the Revenues From a Passenger Facility Charge (PFC) at John F. Kennedy International Airport, Jamaica, NY; LaGuardia Airport (LGA), Flushing, NY, and Newark International Airport (EWR), Newark, NJ**

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

**ACTION:** Correction to notice of intent to rule on application to impose and use the revenues from a Passenger Facility Charge (PFC) at JFK, LGA and EWR Airports.

**SUMMARY:** This correction incorporates information from the public agency's application which was omitted from the previously published notice.

In notice document FR 95-1754 beginning on Page 27592 in the issue of Wednesday, May 24, 1995, on the Third column, under the heading of EWR Projects the last 7 paragraphs should read as follows:

**EWR Projects**

—EWR Monorail

To Impose and Use an additional \$50 million, also use \$50 million in PFC already imposed, for the construction of a monorail linking various areas within the airport.

—Landside Access—Phase 1A

To impose and use \$50 million for on-airport roadway improvements and

- modifications to reduce congestion.
- EWR I-78 Flyover
  - To amend previously PFC to withdraw this project.
- EWR Monorail—Northeast Corridor Connection
  - To Impose \$250 million for the construction of a monorail linking the on airport monorail system and the new rail station on the Amtrak's Northeast Corridor (NEC).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi, except commuter air carriers.

Any person may inspect the applications in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the applications, notice and other documents germane to the application in person at the Port Authority of New York & New Jersey.

Issued in Jamaica, New York on June 6, 1995.

**William DeGraaff,**

*Manager, Planning and Programming Branch, Eastern Region.*

[FR Doc. 95-14659 Filed 6-14-95; 8:45 am]

BILLING CODE 4910-13-M

**National Highway Traffic Safety Administration**

[Docket No. 95-25; Notice 2]

**Decision That Nonconforming 1994 and 1995 Ford Escort RS Cosworth Passenger Cars Are Eligible for Importation**

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1994 and 1995 Ford Escort RS Cosworth passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1994 and 1995 Ford Escort RS Cosworth 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 have safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The decision is effective on June 15, 1995.

**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 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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act, 15 U.S.C. 1397(c)(3)(A)(i)(II)) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards based on destructive test data or such other evidence as NHTSA decides to be adequate.

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 determination in the **Federal Register**.

Sun International Racing of Manhattan Beach, California (Registered Importer R-95-050) petitioned NHTSA to decide whether 1994 and 1995 Ford Escort RS Cosworth passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 12, 1995 (60 FR 18659) 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 determination must indicate on the form HS-7 accompanying entry the appropriate vehicle eligible number indicating that the vehicle is eligible for entry. VCP-09 is the vehicle eligibility number assigned to vehicles admissible under this determination.

**Final Determination**

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1994 and 1995 Ford Escort RS Cosworth passenger cars are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

**Authority:** 49 U.S.C. 30141 (a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: June 12, 1995.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 95-14720 Filed 6-14-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-24; Notice 2]

**Decision That Nonconforming 1994 Porsche 964 Turbo Passenger Cars Are Eligible for Importation**

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1994 Porsche 964 Turbo passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1994 Porsche 964 Turbo 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 1994 Porsche 911 Turbo), and they are capable of being readily altered to conform to the standards.

**DATES:** The decision is effective June 15, 1995.

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).