

National Business Aircraft Association, 1200 Eighteenth Street, NW, Washington, DC.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than October 20, 1995. The next quarterly meeting of the FAA ATPAC is planned to be held from January 22-25, 1996, in San Francisco, CA.

Any member of the public may present a written statement to the Committee at any time at the address given above.

Issued in Washington, DC, on September 14, 1995.

Charles R. Bramble,
Acting Manager, Procedures Division, ATP-100.

[FR Doc. 95-23340 Filed 9-19-95; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss transport airplane and engine issues.

DATES: The meeting will be held on October 17 and 18, 1995 beginning at 8:30 a.m. on October 17. Arrange for oral presentations by October 5, 1995.

ADDRESSES: The meeting will be held at the Hawthorne Hotel; On The Common; Salem, MA 01970.

FOR FURTHER INFORMATION CONTACT: Lewis Lebakken, Office of Rulemaking, FAA, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-9682.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is given of a meeting of the Aviation Rulemaking Advisory Committee to be held October 17 and 18, 1995 at the Hawthorne Hotel, On The Common, Salem, MA 01970.

The agenda for the meeting will include:

- Opening remarks.
- Review of action items.
- Reports of working groups.
- Vote on a draft Advisory Circular and Notice of Proposed Rulemaking on Hydraulic Test Harmonization.
 - Vote on a draft Advisory Circular on 16G Seats.
 - Vote on a draft Advisory Circular and Notice of Proposed Rulemaking on Inclement Weather.
 - Vote on a draft Notice of Proposed Rulemaking on Braked Roll Conditions.
 - Vote on a draft Notice of Proposed Rulemaking on Repairs.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by October 5, 1995, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine Issues or by bringing the copies to him at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on September 14, 1995.

Chris A. Christie,
Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 95-23344 Filed 9-19-95; 8:45 am]

BILLING CODE 4910-13-M

Impose and Use, and Use a Passenger Facility Charge (PFC) at Pensacola Regional Airport, Pensacola, FL

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, and Use a PFC at Pensacola Regional 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 October 20, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Frank Miller, Airport Director of the City of Pensacola at the following address: 2430 Airport Blvd, Suite 225, Pensacola, FL 32504-8977.

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

FOR FURTHER INFORMATION CONTACT: Sandra A. Nazar, Project Manager, 9677 Tradeport Drive, Suite 130, Orlando, Florida, 32827, 407-648-6586. 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, and Use a PFC at Pensacola Regional 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 September 6, 1995, the FAA determined that the application to Impose and Use, and Use a PFC submitted by the City of Pensacola 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 December 21, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: February 1, 1993.

Proposed charge expiration date: December 31, 2018.

Total estimated PFC revenue: \$22,208,000.

Brief description of proposed project(s): Expand Terminal Building, Expand Terminal Apron/Baggage.

Class or classes of air carriers which the public agency has requested to be required to collect PFCs: Air Taxi/Commercial Operators (ATCO).

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 City of Pensacola.

Issued in Orlando, Florida on September 6, 1995.

Charles E. Blair,

Manager, Orlando Airports District Office
Southern Region.

[FR Doc. 95-23345 Filed 9-19-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Supplemental Environmental Impact Statement: Salt Lake County, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental environmental impact statement will be prepared to amend the design features on a proposed highway project in Salt Lake County, Utah.

FOR FURTHER INFORMATION CONTACT:

Tom Allen, Project Development Engineer, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone: (801) 963-0182; or Byron Parker, Preconstruction Engineer, Utah Department of Transportation, Region Two, 2060 South 2400 West, Salt Lake City, Utah 84104, Telephone: (801) 975-4806.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Utah Department of Transportation, will prepare a supplemental environmental impact statement (SEIS) on a proposal to amend the design features of the West Valley Highway (Bangerter Highway) 9000 to 126000 South, project to accommodate an at-grade intersection with 9800 South. The record of decision was made on March 7, 1994 on the final EIS, FHWA-UT-EIS-92-01-F. West Valley Highway (Bangerter Highway), 9000 South to 12600 South, in Salt Lake County, Utah. The final EIS did not address an intersection connection with 9800 South because the road was constructed by South Jordan City after the record of decision on the final EIS was made.

The proposal would provide for an intersection at 9800 South which is on the long range plan for South Jordan City. Alternatives under consideration include: (1) No Action, which would require the construction of a grade separated structure without access to

Bangerter Highway; and (2) At-grade Intersection, with access to Bangerter Highway. The proposal is considered to be limited in scope and does not affect other project activities, therefore, design and construction of Bangerter Highway, from 9000 South to 12600 South, will proceed as provided for in 23 CFR 771.130(f).

South Jordan City has conducted several public meetings and a public hearing leading to their decision to construct 9800 South and to request an intersection with the Bangerter Highway. Considerable public interest has been identified, both for and against the intersection. Knowledge of this interest has led to the decision to conduct an SEIS. No additional formal scoping is expected at this time. A public hearing will be held. Public notice will be given of the time and place of the public hearing. The draft SEIS will be available for public and agency review and comment prior to the public hearing.

To ensure that a full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited for all interested parties. Comments or questions concerning this proposed action and the SEIS should be directed to the FHWA or UDOT at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: September 11, 1995.

Michael G. Ritchie,

Division Administrator, Salt Lake City, Utah.

[FR Doc. 95-23261 Filed 9-19-95; 8:45 am]

BILLING CODE 4910-22-P-M

National Highway Traffic Safety Administration

[Docket No. 95-40; Notice 2]

Vector Aeromotive Corporation Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

Vector Aeromotive Corporation of Jacksonville, Florida, applied to be exempted from paragraph S4.1.4 of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*. The basis of the application was that compliance will cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith.

Notice of receipt of the application was published on June 26, 1995, and an opportunity afforded for comment (60 FR 33029). This notice grants the application.

According to its application, Vector intends to begin production of a two-seat high performance sport car in September 1995 called the Vector Avtech SC ("Avtech"). Design concept specifications were developed several years ago for the Avtech, and a prototype shown at the Geneva Automobile Show in March 1992. During this time, Vector produced a sports car called the Vector W8. This car went out of production in early 1993 after a run of 22 vehicles, and Vector has produced no motor vehicles since.

Vector's single largest shareholder is V'Power Corp., a Bahamian Corporation, which is also the controlling shareholder of Automobili Lamborghini S.p.A. Lamborghini, which manufactured 1,475 cars between 1989 and 1994, was recently granted a temporary exemption from Motor Vehicle Safety Standard No. 214 *Side Impact Protection* (59 FR 59458). V'Power will provide Vector with \$5.5 million in funds to finance Vector's proposed development schedule over the next 12 months. Vector's cumulative net losses in the three years preceding the filing of its application were approximately \$12,400,000.

Vector evaluated "the original Avtech prototype" in order to determine "what changes had to be made to install a driver and passenger side airbag system. The specific areas which are projected to require design changes or additional development are related to the main chassis design forward of the A pillar, instrument panel, steering column, steering wheel, and seats." The applicant has begun to integrate these design changes into the Avtech SC. Vector has received airbag development program cost estimates of approximately \$1,500,000 from airbag suppliers. At the time of its application, it stated that it had already spent \$56,000 in pursuit of the project and an estimated 1000 man hours. Vector estimates that a year will be required in order to complete development, and that vehicles conforming to Standard No. 208 will be available in the time period June-September 1996. However, to allow for development problems, Vector asked for an exemption until May 1, 1997. In the meantime, it promises that the Avtech will be equipped "with an active, three point, seat belt system that meets, or exceeds, all FMVSS performance requirements."

The applicant also argued that an exemption would be in the public