

foreign charter air transportation of cargo.

Docket Number: OST-95-590.

Date filed: September 6, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: October 4, 1995.

Description: Application of Capital Cargo International Airlines, Inc., pursuant to 49 U.S.C. Section 41103 and Subpart Q of the Regulations, for a certificate authorizing domestic charter all-cargo air transportation

Docket Number: OST-95-604.

Date filed: September 7, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: October 5, 1995.

Description: Application of Jet Express Corporation pursuant to Section 401(d)(1) of the Act and Subpart Q of the Regulations, requests a certificate of public convenience and necessity authorizing interstate and overseas scheduled air transportation.

Docket Number: OST-95-621.

Date filed: September 8, 1995.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: October 6, 1995.

Description: Application of United Air Lines, Inc., pursuant to 49 U.S.C. Section 41101, Part 210 of the Act and Subpart Q of the Regulations, applies for renewal of authority to serve London on segment 1 of its certificate of public convenience and necessity for Route 603. This authority is due to expire on March 13, 1996.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 95-23402 Filed 9-20-95; 8:45 am]

BILLING CODE 4910-62-P

Office Of The Secretary

Notice

Pursuant to 49 U.S.C. 44907C, on June 8, 1995, I notified the Government of Colombia that I had determined the Eldorado International Airport, Bogota, Colombia, did not administer and maintain effective security measures. On September 5, 1995, 90 days elapsed since my determination, and I have found that Eldorado International Airport still does not administer and maintain effective security measures. My determination is based on Federal Aviation Administration assessments which reveal that security measures used at the airport do not meet the standards established by the International Civil Aviation Organization.

Pursuant to 49 U.S.C 44907D(1), I have directed that a copy of this notice

be published in the Federal Register, that my determination be displayed prominently in all U.S. airports regularly being served by scheduled air carrier operations, and that the news media be notified of my determination. In addition, as a result of this determination, all U.S. air carriers and foreign air carriers (and their agents) providing service between the United States and Eldorado International Airport must provide notice of my determination to any passenger purchasing a ticket for transportation between the United States and Eldorado International Airport, with such notice to be made by written material included on or with such ticket.

Dated: September 15, 1995.

Federico Peña,

Secretary of Transportation.

[FR Doc. 95-23403 Filed 9-20-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Survivor Locator Lights

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and request comments on a proposed revision to the technical standard order (TSO) pertaining to survivor locator lights. The proposed TSO revises the minimum performance standards that survivor locator lights must meet to be identified with the marking "TSO-C85a."

DATES: Comments must identify the TSO file number and be received on or before November 30, 1995.

ADDRESSES: Send all comments on the proposed technical standard order to: Technical Program and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C85a, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Program and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Fax No. (202) 267-5340, Telephone (202) 267-9546.

Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address.

Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 804, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director, Aircraft Certification Service before issuing the final TSO.

Background

The proposed TSO-C85a would revise the original standard which became effective July 6, 1964, and prescribes the minimum performance standards for survivor locator lights. This proposed TSO references the standard set forth in the Society of Automotive Engineers (SAE), 4492, "Survivor Locator Lights," dated January 1995, which would revise the original FAA standard. The proposed standard for survivor locator lights permits the use of steady or flashing type lights, defines the light characteristics, permits the use of white or yellow-green lights, requires automatic activation, and specifies upgraded environmental tests. The proposed TSO is intended for use on life preservers, life rafts, and slide/rafts.

How To Obtain Copies

A copy of the proposed TSO-C85a may be obtained by contacting "For Further Information Contact." Copies of SAE AS 4492 may be purchased from the Society of Automotive Engineers, Inc., Department 331, 400 Commonwealth Drive, Warrendale, PA 15096. RTCA Document No. DO-160C, "Environmental Conditions and Test Procedures for Airborne Equipment," may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

John K. McGrath,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 95-23426 Filed 9-20-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-06; Notice 2]

Denial of Petition for Import Eligibility Decision

This notice sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(C)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)). The petition, which was submitted by J.K. Motors, Inc. of Kingsville, Maryland (J.K.), a registered importer of motor vehicles, requested NHTSA to decide that 1993, 1994, and 1995 Mitsubishi 3000GT and 3000GT VR-4 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 the versions of 1993, 1994, and 1995 Mitsubishi 3000GT and 3000GT VR-4 passenger cars that were originally manufactured for importation into and sale in the United States and that were certified by their original manufacturer, Mitsubishi Motors Corporation, as complying with the safety standards, and (2) they are capable of being readily modified to conform to all applicable Federal motor vehicle safety standards.

NHTSA published a notice in the Federal Register on February 7, 1995 (60 FR 7266) that contained a thorough description of the petition, and solicited public comments upon it. One comment was received in response to this notice, from Mitsubishi Motors America Inc. ("Mitsubishi"), a U.S. subsidiary of the vehicle's original manufacturer.

In its comment, Mitsubishi stated that based upon its own evaluation of the vehicles involved, it believes that they are not capable of being readily altered to conform to all applicable Federal motor vehicle safety standards. In particular, Mitsubishi noted that non-U.S. certified versions of the 1993, 1994, and 1995 Mitsubishi 3000GT and 3000GT VR-4 do not have a seat belt telltale, as required by Standard No. 101, Controls and Displays, do not have a windshield wiper arm and blade that cover the area required by Standard No. 104, Windshield Wiping and Washing System, and have ABS symbols that do not conform to the lettering height requirements of Standard No. 105, Hydraulic Brake Systems. Additionally, Mitsubishi noted that the vehicles are equipped with "pop-up" headlamps that are part of an integrated system, and that this entire assembly does not

comply with Standard No. 108, Lamps, Reflective Devices, and Associated Equipment. Mitsubishi also asserted that some of the vehicles involved would have to be retrofitted with a different occupant restraint system to conform to the requirements of Standard No. 208, Occupant Crash Protection. Mitsubishi additionally observed that this restraint system may have to be tested to assure compliance with the standard, and that the front seat assembly may have to be repositioned to withstand the standard's injury criteria, which are more stringent than those of the corresponding European standard. Mitsubishi further noted that the non-U.S. certified versions of the 1993, 1994, and 1995 Mitsubishi 3000GT and 3000GT VR-4 do not have knee bolsters or metal inserts in their glove compartments, as found on the U.S. certified versions of these vehicles, and have seat belts that are manufactured to manufactured to specifications that differ from those found in Standard No. 209, Seat Belt Assemblies. Finally, Mitsubishi noted that contrary to J.K.'s assertion, the bumpers on the non-U.S. certified versions of the 1993, 1994, and 1995 Mitsubishi 3000GT and 3000GT VR-4 differ from those found on the U.S. certified versions of these vehicles, and have not been tested to assure compliance with the Bumper Standard found in 49 CFR part 581.

NHTSA accorded J.K. an opportunity to respond to Mitsubishi's comments. As of the date of this notice, J.K. has failed to submit such a response. This has compelled NHTSA to conclude, from the state of the record, that the petition does not clearly demonstrate that the non-U.S. certified versions of the 1993, 1994, and 1995 Mitsubishi 3000GT and 3000GT VR-4 are eligible for importation. The petition must therefore be denied under 49 CFR 593.7(e).

In accordance with 49 U.S.C. 30141(b)(1) (formerly section 108(c)(C)(ii) of the Act), NHTSA will not consider a new import eligibility petition covering this vehicle until at least three months from the date of this notice.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.7; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: September 18, 1995.

Marilynee Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 95-23485 Filed 9-20-95; 8:45 am]

BILLING CODE 4910-59-M

Research and Special Programs Administration (RSPA), DOT

[Docket No. PS-142; Notice 1]

Risk Management and the Pipeline Industry, Notice of Public Conference

SUMMARY: Pipeline regulators, pipeline operators, and the public are invited to a conference, Risk Management and the Pipeline Industry, on November 6, 1995 from 6 p.m. to 9 p.m. and on Nov. 7 from 8 a.m. until 6 p.m. at the McLean Hilton at Tysons Corner in McLean, Virginia. Sponsoring the conference are the Office of Pipeline Safety (OPS), RSPA, U.S. Department of Transportation (DOT); the American Gas Association (A.G.A.); the American Petroleum Institute (API); the Interstate Natural Gas Association of America (INGAA); the Gas Research Institute (GRI); the American Public Gas Association (APGA); and the Association of Oil Pipe Lines (AOPL).

DATES: The conference will be held on November 6 through 9 at the McLean Hilton at Tysons Corner in McLean, Virginia. To register for the conference, please call up the Walcoff and Associates home page on the Internet, <http://www.walcoff.com/> or fax, mail, or use the Internet to e-mail the registration printed at the end of this notice to Ms. Debra Banks, Walcoff and Associates, 12015 Lee Jackson Highway, Suite 500, Fairfax, Virginia, 22033, office: (703) 218-1449, fax: (703) 934-9866, Internet e-mail address: rspa@walcoff.com. The charge for the conference lunch on November 7 is \$25. Checks should be made payable to and mailed to Walcoff and Associates. Walcoff also accepts MasterCard, Visa, and American Express.

Sponsors will have background material for participants to read before the conference. Background reading includes the Oil and Gas Risk Assessment Quality Team reports, the Harvard School of Public Health Center for Risk Analysis' Reform of Risk Regulation: Achieving More Protection at Less Cost, and the Gas Research Institute's Natural Gas Pipeline Risk Management Reports, Volumes One through Four.

To discuss the conference or to order reading material, please contact one of the sponsors: INGAA, Terry Boss, tdboss@ix.netcom.com, (202) 626-3234; API, Krista Mutch, (202) 682-8188; A.G.A., John Erickson, (703) 841-8450, jerick06@reach.com; GRI, Tina Thomas, (202) 662-8937, cthomas@gri.org; APGA, Bob Cave, (703) 352-3890; AOPL, Michele Joy, (202) 408-7970; or OPS, Melanie Barber, (202) 366-4560, barberm@rspa.dot.gov.