

November 15. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Introductory Remarks; (2) Review and Approval of the Agenda; (3) Wednesday, November 15: Work Group 2, VHF Data Radio Signal-in-Space MASPS, and continue refinement of upper layers; (4) Thursday, November 16: Work Group 3, Review an advance "straw-draft" of the VHF digital radio MOPS document program; (5) Friday, November 17: Plenary Session Convened at 9:00 a.m.; (6) Review Summary of the Previous Plenary Session; (7) Reports from Working Groups 2 and 3; (8) Reports on ICAO AMCP, CSMA Validation, and FAA Vocoder Activity; (9) Other Business; (10) Address Future Work; (11) Date and Place of Next Meetings.

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 October 23, 1995.

Janice L. Peters,

*Designated Official.*

FR Doc. 95-26766 Filed 10-27-95; 8:45 am]

BILLING CODE 4810-13-M

**Notice of Intent To Rule on an Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Binghamton Regional Airport, Binghamton, NY**

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

**ACTION:** Correction to the notice of Intent to Rule on Application to impose and use the revenue from a Passenger Facility Charge (PFC) at Binghamton Regional Airport, Binghamton, New York.

**SUMMARY:** This correction amends the information included in the previously published notice.

In notice document 95-25299 beginning on page 53240 in the issue of Thursday October 12, 1995, on the second column under **SUPPLEMENTAL INFORMATION**, the second paragraph should read as follows:

"On July 31, 1995, the FAA determined that the application to

impose and use the revenue from a PFC submitted by Broome County Department of Aviation 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 24, 1995."

**FOR FURTHER INFORMATION CONTACT:**

Philip Brito, Manager New York Airports District Office, 600 Old Country Road, Suite 446 Garden City, New York, 11530, (516) 227-3803.

Issued in Jamaica, New York State on October 20, 1995.

William DeGraaff,

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

[FR Doc. 95-26772 Filed 10-27-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Metropolitan Oakland International Airport, Oakland, CA**

**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 Metropolitan Oakland 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 November 29, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA. 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA. 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Charles Foster, Executive Director of the Port of Oakland, at the following address: Post Office Box 2064, Oakland, California 94604-2064. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Port of Oakland under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA. 94010-1303, Telephone: (415) 876-2805. 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 Metropolitan Oakland 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). On September 28, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Port of Oakland 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 29, 1995.

The following is a brief overview of the impose and use application number AWP-95-05-C-00-OAK.

Level of proposed PFC: \$3.00

Charge effective date: March 1, 1996

Estimated charge expiration date: July 31, 1996

Brief description of the impose and use project: Construct Passenger Corridor Between Terminal One and Two

Total estimated net PFC revenue to be used on this use project: \$5,400,000.00

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO) filing FAA Form 1800-31.

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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd. Lawndale, CA. 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Port of Oakland.

Issued in Hawthorne, California, on September 28, 1995.

Herman C. Bliss,

*Manager, Airports Division, Western Pacific Region.*

[FR Doc. 95-26769 Filed 10-27-95; 8:45 am]

BILLING CODE 4910-13-M

## National Highway Traffic Safety Administration

[Docket No. 95-68; Notice 2]

### Decision That Nonconforming 1972 MG-B Roadster Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice of decision by NHTSA that nonconforming 1972 MG-B Roadster passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1972 MG-B Roadster 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 1972 MG-B Roadster), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of October 30, 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) 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 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 Landsdale, Pennsylvania (Registered Importer R-90-009) petitioned NHTSA to decide whether 1972 MG-B Roadster passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on August 25, 1995 (60 FR 44376) 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-136 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 1972 MB-G Roadster not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1972 MG-B Roadster 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: October 24, 1995.  
Marilynne Jacobs,  
*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 95-26811 Filed 10-27-95; 8:45 am]  
BILLING CODE 4910-59-M

[Docket No. 95-67; Notice 2]

### Decision That Nonconforming 1994 and 1995 Dodge Ram Pickup Trucks Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice of decision by NHTSA that nonconforming 1994 and 1995

Dodge Ram pickup trucks are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1994 and 1995 Dodge Ram pickup trucks manufactured in Mexico that were 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 sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified versions of the 1994 and 1995 Dodge Ram), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective October 30, 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) 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 591. 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.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas (Registered Importer R-90-005)