

Authority, P.O. Box 10212, St. Louis, Missouri 63145.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of St. Louis Airport Authority, Lambert-St. Louis International Airport, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:**

Lorna K. Sandridge, PFC Coordinator, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. 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 the Lambert-St. Louis 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 October 24, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of St. Louis Airport Authority, St. Louis, Missouri, 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 January 28, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00  
Proposed charge effective date: April, 1996

Proposed charge expiration date: June, 1998

Total estimated PFC revenue:  
\$80,645,538

Brief description of proposed project(s): Airport Noise Land Acquisition/Relocation Program (Phase II); Obstruction Removal—Washington Park Cemetery (Phase II); East Terminal Expansion (Phase II); High Speed Exits off Runway 12L/30R; Differential Global Positioning System for Nonprecision Approaches; Main Terminal Restroom Rehabilitation; Family Assistance Center at Gate 63; Fire Alarm System Upgrade; Asbuilt Drawings for Fire Protection System; Air Handler Unit Phase Protection Installation; Air Traffic Control Tower Airfield Lighting Controls Installation; Terminal Seismic Risk Reduction Study; Installation of Canopies for Exits 6 and 14; Traffic Distribution Modification—Main Terminal; Installation of 800 MHz Radio Communication System (Phases II, III and IV); Construct Taxiway Connector from Runway 12R/30L to Taxiway P; "C" Taxiway Connector Construction;

Security Card Access System Installation; East Apron II-B and Glycol Recovery System Construction; Construct West Apron at Taxiway D; Concourse B & C Connector Construction; Federal Inspection Services Vertical Transportation Installation; Airport Flight Information Display Signage System Installation in the Gate Area.

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 Lambert-St. Louis International Airport.

Issued in Kansas City, Missouri on October 24, 1995.

George A. Hendon,

*Manager, Airports Division Central Region.*

[FR Doc. 95-27555 Filed 11-6-95; 8:45 am]

**BILLING CODE 4910-13-M**

## Federal Highway Administration

[FHWA Docket No. MC-89-10]

### Inspection, Repair, and Maintenance; Periodic Inspection of Commercial Motor Vehicles

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice to motor carriers on State periodic inspection programs.

**SUMMARY:** This notice adds the periodic inspection (PI) program of the State of Connecticut to the list of programs which are comparable to, or as effective as, the PI requirements contained in the Federal Motor Carrier Safety Regulations (FMCSRs). The FHWA has published a list of such programs in the Federal Register, and this list has been revised occasionally. Including Connecticut, there are 22 States, the Alabama Liquefied Petroleum Gas Board, the District of Columbia, 10 Canadian Provinces, and one Canadian Territory that have PI programs which the FHWA has determined to be comparable to, or as effective as, the Federal PI requirements.

**DATES:** This docket will remain open until further notice.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. MC-89-10, Room 4232, HCC-10, Office of the Chief Counsel, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 8:30 a.m. to 3:30 p.m., e.t., Monday

through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Larry W. Minor, Office of Motor Carrier Standards, HCS-10, (202) 366-4009; or Mr. Charles Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354, Federal Highway Administration, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Section 210 of the Motor Carrier Safety Act of 1984 (49 U.S.C. 31142) (the Act) requires the Secretary of Transportation to prescribe standards for annual or more frequent inspection of commercial motor vehicles (CMVs) unless the Secretary finds that another inspection system is as effective as an annual or more frequent inspection. On December 7, 1988, in response to the Act, the FHWA published a final rule amending part 396 of the Federal Motor Carrier Safety Regulations, entitled Inspection, Repair, and Maintenance (53 FR 49402). That final rule requires that CMVs operating in interstate commerce be inspected at least once a year. The inspection is to be based on Federal inspection standards, or a State inspection program determined by the FHWA to be comparable to, or as effective as, the Federal standards. Accordingly, if the FHWA determines that a State's PI program is comparable to, or as effective as, the requirements of part 396, then a motor carrier must ensure that any of its CMVs which are required by that State to be inspected through the State's inspection program are so inspected. If a State does not have such a program, the motor carrier is responsible for ensuring that its CMVs are inspected using one of the alternatives included in the final rule.

On March 16, 1989, the FHWA published a notice in the Federal Register which requested States and other interested parties to identify and provide information on the CMV inspection programs in their States (54 FR 11020). Upon review of the information submitted, the FHWA published a list of State inspection programs which were determined to be comparable to the Federal PI requirements (54 FR 50726, December 8, 1989). This initial list included 15 States and the District of Columbia. The list was revised on September 23, 1991, to include the inspection programs of the Alabama Liquefied Petroleum Gas (LPG) Board, California, Hawaii, Louisiana, Minnesota, all of the

Canadian Provinces, and the Yukon Territory (56 FR 47983). On November 27, 1992, the list was revised to include the Wisconsin bus inspection program (57 FR 56400). The list was most recently revised on April 14, 1994, to include the Texas CMV inspection program (59 FR 17829).

#### Determination: State of Connecticut Bus Inspection Program

On July 1, 1995, the State of Connecticut (the State) implemented a new inspection program for buses. The State requires buses with a seating capacity of more than 16 passengers (including the driver) or a gross vehicle weight rating (GVWR) of 11,794 kilograms (kg) (26,001 pounds) or more to be inspected every 6 months. State officials conduct the inspections during the months of December and January while inspections by authorized or licensed inspection stations are performed during the months of June and July. The State has adopted Appendix G to Subchapter B of title 49, Code of Federal Regulations, as part of its inspection criteria. Certain vehicle components and systems specific to buses (e.g., interior lights, passenger seat anchors and upholstery, emergency exits, etc.) are also covered under the State's inspection program.

The FHWA has determined that the Connecticut bus inspection program in effect as of July 1, 1995, is comparable to or as effective as the Federal PI requirements. Therefore, motor carriers operating buses which are subject to the State's program and which are subject to the FMCSRs must use the State's program to satisfy the Federal PI requirements. Motor carriers operating buses that fall below the passenger-carrying and/or weight threshold for the Connecticut program, but which meet the FHWA's definition of a CMV may continue to use alternative means to satisfy the Federal PI requirements (e.g., self-inspection, the use of a commercial garage or similar facility, or passage of a roadside inspection that meets the requirements of 49 CFR 396.17).

It should be noted that in accepting the State's PI program, the FHWA also accepts the recordkeeping requirements associated with the inspection program. Both the State officials and the authorized inspection facilities issue decals as well as copies of the inspection report. The State inspection decal is considered by the FHWA as satisfying the Federal requirement for proof of inspection on the CMV.

The FHWA also notes that the inspection decals issued by the State government inspectors differ from the decals issued by the licensed inspection

facilities. Both decals, however, provide sufficient information for State officials in other jurisdictions to make inquiries about the validity of the decal and request copies of the inspection reports.

#### States With Equivalent Periodic Inspection Programs

The following is a complete list of States with inspection programs which the FHWA has determined are comparable to, or as effective as, the Federal PI requirements.

Alabama (LPG Board)  
 Arkansas  
 California  
 Connecticut  
 District of Columbia  
 Hawaii  
 Illinois  
 Louisiana  
 Maine  
 Maryland  
 Michigan  
 Minnesota  
 New Hampshire  
 New Jersey  
 New York  
 Oklahoma  
 Pennsylvania  
 Rhode Island  
 Texas  
 Utah  
 Vermont  
 Virginia  
 West Virginia  
 Wisconsin

In addition to the States listed above, the FHWA has determined that the inspection programs of the 10 Canadian Provinces and the Yukon Territory are comparable to, or as effective as, the Federal PI requirements. All other States either have no PI programs for CMVs or their PI programs have not been determined by the FHWA to be comparable to, or as effective as, the Federal PI requirements. Should any of these States wish to establish a program or modify their programs in order to make them comparable to the Federal requirements, the State should contact the appropriate FHWA regional office listed in 49 CFR part 390.

Authority: 49 U.S.C. 31132, 31136, 31142, 31502, and 31504; 49 CFR 1.48.

Issued on: October 27, 1995.

Rodney E. Slater,

*Federal Highway Administrator.*

[FR Doc. 95-27503 Filed 11-6-95; 8:45 am]

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#### Maritime Administration

[Docket S-926]

#### American President Lines, Ltd.; Notice of Application

American President Lines, Ltd. (APL), by application of October 23, 1995, requests approval to permit the planned sale by APL to Matson Navigation Company, Inc. (Matson), and the subsequent interim bareboat charter by APL from Matson, of six vessels that are currently included as subsidized vessels in APL's Operating-Differential Subsidy Agreement (ODSA), Contract MA/MSB-417 and that are subject to Construction-Differential Subsidy Agreements to which APL is a party or under which APL has assumed obligations. The six vessels are the PRESIDENTS LINCOLN, WASHINGTON, MONROE, HOOVER, GRANT, and TYLER.

The sale and interim bareboat charters are integral parts of a broader agreement between APL and Matson pursuant to which Matson will operate four of the six named vessels on transPacific voyages on which APL will charter slots for the carriage of U.S. foreign commerce cargo. In brief, APL and Matson have entered into an agreement, pursuant to which the six above-named vessels will be sold to Matson on or about January 2, 1996, the vessels will be immediately bareboat chartered back to APL for continued operation under APL's ODSA for interim periods of several months or less and following termination of the interim bareboat charters, Matson will operate four of the six vessels (plus a fifth vessel currently owned by Matson) in a weekly, U.S.-flag transPacific service calling Hawaii, Guam and foreign ports in the Far East. Under the agreement, Matson will operate this weekly service, on which APL will charter slots for the carriage of U.S.-foreign commerce cargo, for a period of ten years.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590. Comments must be received no later than 5:00 p.m. on November 17, 1995. Publication of this notice should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator/Maritime Subsidy Board will consider any comments submitted