

opening of the new parallel Runway 08L-26R at Vancouver International.

On March 22, 1995, the FAA published Notices of Public Meetings to announce two informal airspace meetings to solicit information, from airspace users and others, concerning the TC request to reclassify U.S. airspace in the vicinity of the San Juan Islands and Bellingham, WA, as Class C airspace (60 FR 15172). The informal airspace meetings were held on May 9-10, 1995. Over 300 comments were received opposing the proposal. After a review of the comments and consultation with TC's user community, the FAA suggested that the airspace request be modified. TC has now modified its original request. Specifically, the request is for the FAA to consider adopting Class C airspace in the vicinity of Bellingham, WA, to support the new Vancouver-Victoria terminal airspace design adjacent to U.S. airspace from 2,500 feet MSL to 12,500 feet MSL within a 16-nautical-mile arc of the Vancouver VOR; and the Abbotsford British Columbia Approach area to become Class D airspace from above 1,500 feet MSL to 2,500 feet MSL and Class C airspace from above 2,500 feet MSL to 12,500 feet MSL. This modified request will be discussed at this public meeting.

#### Meeting Procedures

The following procedures are established to facilitate the meeting:

- (1) There will be no admission fee or other charge to attend or to participate in the meeting. The meeting will be open to all persons subject to availability of space in the meeting room. Those who would like to present statements should register with Melodie DeMarr at least 30 minutes prior to the beginning of the public meeting.
- (2) The meeting may adjourn early if scheduled speakers complete their statements in less time than currently is scheduled for the meeting.
- (3) An individual, whether speaking in a personal or a representative capacity on behalf of an organization, may be limited to a 10-minute statement. If possible, we will notify the speaker if additional time is available.
- (4) The FAA will try to accommodate all speakers. If the available time does not permit this, speakers generally will be scheduled on a first-come, first-served basis. However, the FAA reserves the right to exclude some speakers, if necessary, to present a balance of viewpoints and issues.
- (5) Representatives of the FAA will preside over the meeting. A panel of FAA personnel involved in this issue will be present.

(6) Position papers or material presenting views or information relating to the substance of the meeting will be accepted at the discretion of the presiding officer and subsequently placed in the public docket. The FAA requests that persons participating in the meeting provide *three* copies of all materials to be presented for distribution to the panel members; other copies may be provided to the audience at the discretion of the participant.

(7) Statements made by members of the meeting panel are intended to facilitate discussion of the issues or to clarify issues. Any statement made during the meeting by a member of the panel is not intended to be, and should not be construed as, a position of the FAA.

(8) The meeting is designed to solicit public views and more complete information on the subject airspace issue. Therefore, the meeting will be conducted in an informal and nonadversarial manner. No individual will be subject to cross-examination by any other participant; however, panel members may ask questions to clarify a statement and to ensure a complete and accurate record.

(9) The meeting will not be formally recorded. However, a summary of the comments made at this meeting will be filed in the docket.

#### Agenda for Each Meeting

- Opening Remarks and Discussion of Meeting Procedures
- Briefing on Background for TC Request and Subsequent FAA Findings
- Public Presentations
- Closing Comments

Issued in Washington, DC, on March 29, 1996.

Nancy B. Kalinowski,

*Acting Manager, Airspace-Rules and Aeronautical Information Division.*

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#### Federal Highway Administration

##### Environmental Impact Statement: Phelps County, Missouri

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

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Southeast Central, Missouri.

**FOR FURTHER INFORMATION CONTACT:** Donald Neumann, Programs Engineer, Federal Highway Administration, Division Office, P.O. Box 1787, Jefferson

City, MO 65102, Telephone Number (573) 636-7104; or Fred Martin, Plans Scoping Engineer, Missouri Highway and Transportation Department, P.O. Box 270, Jefferson City, MO 65102, Telephone Number (573) 751-2876.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Missouri Highway and Transportation Department (MHTD), will prepare an environmental impact statement (EIS) on a proposal to upgrade U.S. Route 63 from north of Rolla, near the Phelps/Maries County line, south to approximately the intersection of U.S. Route 63 and Route W near the city of Vida. The corridor is approximately 19.3 km (12.0 miles) in length. The improvements are considered necessary to provide for the existing and projected traffic demand.

Alternatives under consideration include (1) The no build option, (2) improving existing U.S. Route 63, (3) a combination of improving U.S. 63 north of Rolla and improving Interstate 44, (4) constructing a bypass east or west of Rolla, and (5) transportation system management (TSM) improvements.

Preliminary information has been issued to local officials and other interested parties at a prelocation meeting held on February 27, 1996 in Rolla. The scoping process has been initiated with Federal, State, and local government officials at a meeting on March 7, 1996. To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action and the EIS should be directed to the FHWA or to the MHTD at the addresses provided above.

Issued on: March 28, 1996.

Donald L. Neumann,

*Programs Engineer, Jefferson City, Missouri.*

[FR Doc. 96-8391 Filed 4-4-96; 8:45 am]

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#### National Highway Traffic Safety Administration

[Docket No. 96-028; Notice 1]

##### Notice of Receipt of Petition for Decision That Nonconforming 1988 Nissan 240SX Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1988

Nissan 240SX passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1988 Nissan 240SX that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is May 6, 1996.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm]

**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 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 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.

Pierre Enterprises Southeast Inc. of Fort Pierce, Florida ("Pierre") (Registered Importer 96-098) has petitioned NHTSA to decide whether 1988 Nissan 240SX passenger cars are eligible for importation into the United States. The vehicle which Pierre believes is substantially similar is the 1988 Nissan 240SX that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1988 Nissan 240SX to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Pierre submitted information with its petition intended to demonstrate that the non-U.S. certified 1988 Nissan 240SX, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1988 Nissan 240SX is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* . . . ., 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 109 *New Pneumatic Tires*, 111 *Rearview Mirror*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 118 *Power Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 203 *Impact Protection for the Driver From the Steering Control System*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) Placement of the

appropriate symbols on the brake failure, parking brake, and seat belt warning lamps; (b) installation of a U.S.-model speedometer/odometer, calibrated in miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamp assemblies which incorporate sealed beam headlamps and sidemarkers; (b) installation of U.S.-model taillamps; (c) installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: installation of a tire information placard.

Standard No. 114 *Theft Protection*: installation of a warning buzzer in the steering lock electrical circuit.

Standard No. 115 *Vehicle Identification Number*: installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 208 *Occupant Crash Protection*: installation of a seat belt warning buzzer. The petitioner states that the vehicle is equipped with seat belt assemblies that are identical to those found on its U.S. certified counterpart.

Standard No. 214 *Side Impact Protection*: installation of reinforcing bars.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the Federal Register pursuant to the authority indicated below.

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: April 2, 1996.

Marilynne Jacobs,  
Director, Office of Vehicle Safety,  
Compliance.

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