

17. Surface Movement Guidance System.

Proposed class or classes of air carriers to be exempted from collecting PFC's: Air Taxi Commercial Operators.

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 office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Will Rogers World Airport.

Issued in Fort Worth, Texas on January 7, 1997.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 97-1919 Filed 1-24-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Major Investment Study/Environmental Impact Statement: Coryell & Lampasas Counties, Texas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Major Investment Study/Environmental Impact Statement (MIS/EIS) will be prepared for a proposed highway project in the City of Copperas Cove and Coryell and Lampasas Counties, Texas.

FOR FURTHER INFORMATION CONTACT: Mr. Lubin Quinones, P.E., 826 Federal Office Building, 300 E. 8th Street, Austin, Texas 78701 and Mr. Doug Huneycutt, P.E., Project Manager, Texas Department of Transportation, 100 South Lop Drive, Waco, Texas 76705.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Texas Department of Transportation (TxDOT), will prepare a draft MIS/EIS pursuant to a proposed roadway project intended to relieve traffic congestion on U.S. 190 within the City of Copperas Cove and adjacent portions of Coryell and Lampasas Counties. Improvements initially considered included upgrading the existing facility, constructing a reliever route on new or existing locations, and/or improving alternative transportation modes in the community. Through input derived from previous studies, TxDOT, the consulting study team, the MIS Policy Work Group, and

the public, 19 preliminary build alternatives on new and existing locations were analyzed in addition to existing U.S. 190 and alternative transportation mode improvements. The preliminary build alternatives included three alignments located north of U.S. 190 and 16 alignments south of U.S. 190. These alternatives were analyzed in two phases—(1) Fatal Flaw and (2) Qualitative Comparison/Ranking—using three basic criteria: engineering considerations, mobility considerations, and environmental considerations. From the 19 preliminary alternatives, three primary build alternatives south of U.S. 190 emerged as the best potential alternative alignments. In the MIS/EIS document, the three primary build alternatives and the no-build alternative will be analyzed in a more rigorous, quantitative fashion. The locations of the primary build alternative are described below.

The primary reliever route alternatives to be considered in the MIS/EIS lay within an eight kilometer (5 mile) long corridor located to the south of existing U.S. 190. The corridor's eastern terminus is located east of Copperas Cove in Coryell County and west of Rattlesnake Hill; the corridor then proceeds southwest over Sevenmile Mountain and terminates at U.S. 190 just west of Copperas Cove in Lampasas County and immediately west of the U.S. 190/F.M. 2657 intersection. The principal variations of the three alignments within the corridor are in the segment between Sevenmile Mountain and the proposed western terminus near F.M. 2657. Heading west, the northernmost alternative comes off of Sevenmile Mountain, passes just north of the "saddle" extension of the mountain, and crosses the South Industrial Park. The middle alternative comes off of Sevenmile Mountain, bisects the "saddle" and crosses the South Industrial Park. The southernmost alternative comes off Sevenmile Mountain, and passes immediately south of both the "saddle" and South Industrial Park.

At the present stage of the MIS/EIS process, no preferred alternative has been selected. Over the course of conducting previous studies in the city and region, the City of Copperas Cove and TxDOT have given considerable attention to the concept of a reliever roadway around the city to allow through traffic to bypass the frequently congested commercial district on U.S. 190. TxDOT has performed preliminary investigations of a new location, four lane divided freeway with full control of access. The facility would have ramps and frontage roads where warranted and

grade separations at FM roads and other major intersecting routes.

Major considerations in the proposal's ongoing studies include costs of rights-of-way, the numbers and types of relocations necessary, engineering constraints and limitations due to rough topography, and potential environmental impacts involving land use, socioeconomic conditions, air quality, noise, traffic, ecological/cultural resources, and hazardous material sites. A coordination environmental assessment was prepared and has been circulated to appropriate Federal, State, and local agencies and to private organizations and citizens who have expressed interest in the proposal. Public meetings have been held on March 7, 1996, and July 18, 1996, and one more is scheduled. One public hearing will be held after the draft MIS/EIS has been completed and made available to the agencies and public. Other public involvement opportunities include a MIS Policy Work Group composed of local officials and key citizens; a hot line (1-800-742-1060) which will be maintained for 19 months to receive public input; a MIS newsletter sent six times on a quarterly basis to update the public on MIS/EIS progress and the dates, times, and locations of public meetings and hearings; and six news releases to be prepared at appropriate times during the MIS/EIS process to inform the public about MIS/EIS status and relevant dates, time, and locations of public meetings and hearings. In addition, at appropriate times over the course of the MIS/EIS process, presentations will be made to the Copperas Cove City Council, Coryell and Lampasas Commissioners Courts, Fort Hood's Directorate of Public Works, the Killeen-Temple Urban Transportation Study Board of Directors and the Central Texas Council of Governments, which serves as the region's Metropolitan Planning Organization.

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

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

Issued on: January 2, 1997.
C.D. Reagan,
Division Administrator, Austin, Texas.
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BILLING CODE 4910-22-M

National Highway Traffic Safety Administration

[Docket No. 97-03; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1987 and 1988 Toyota Van Multipurpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1987 and 1988 Toyota Van multipurpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1987 and 1988 Toyota Van MPVs 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 vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is February 26, 1997.

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), 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, 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.

J.K. Motors of Kingsville, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1987 and 1988 Toyota Vans are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are the 1987 and 1988 Toyota Vans that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Toyota Motor Corporation, as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1987 and 1988 Toyota Vans to their U.S. certified counterpart, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that non-U.S. certified 1987 and 1988 Toyota Vans, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1987 and 1988 Toyota Vans are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 119 *New Pneumatic Tires*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door*

Retention Components, 207 *Seating Systems*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that non-U.S. certified 1987 and 1988 Toyota Vans are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) Substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) replacement of the speedometer/odometer with one calibrated in miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.-model headlamps and front sidemarker lights; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarker lights; (c) installation of a high mounted stop lamp assembly.

Standard No. 111 *Rearview Mirror*: Replacement of the passenger side rearview mirror with a U.S.-model component.

Standard No. 114 *Theft Protection*: Installation of a warning buzzer microswitch and a warning buzzer in the steering lock assembly.

Standard No. 118 *Power Window Systems*: Installation of a relay in the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 120 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: Installation of a seat belt warning buzzer, wired to the seat belt latch. The petitioner states that the vehicles are equipped with lap and shoulder belts in the front and rear outboard seating positions, and with a lap belt in the rear center seating position.

The petitioner also states that a VIN plate must be installed on the vehicles so that it can be read from outside the left windshield pillar, and a VIN reference label must be installed on the edge of the door or latch post nearest the driver to meet the requirements of 49 CFR part 565.

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, SW., Washington, DC 20590. It is requested