

optimum radial length is 300 feet, but this length may be shortened to fit within property boundaries. Wherever possible, a cable plow method will be used in the radial installation to minimize soil disturbance.

(c) *DGPS Antennas*—Two 30 foot masts to support six small (4 inches by 18 inches diameter) receiving antennas will be required. The masts will be installed on concrete foundations. The antennas support the primary and backup reference receivers and integrity monitors.

(d) *Equipment shelter*—DGPS transmitting equipment will be housed in a 10 foot 8 inch by 16 foot 8 inch shelter.

(e) *Utilities*—The Coast Guard proposes to use available commercial power as the primary source for the electronic equipment with battery power as a backup. A telephone line and modem will be required at each site for remote monitoring and operation.

Proposed Finding

Implementation of a DGPS service at Geiger Key, FL, is determined to have no significant effect on the quality of the human environment or require preparation of an Environmental Impact Statement.

Dated: June 6, 1996.

N.T. Saunders,
Rear Admiral, U.S. Coast Guard, Chief, Operations.

[FR Doc. 96-14865 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Notice of Intent To Rule on Application (#96-02-U-00-EUG) To Use the Revenue From a Passenger Facility Charge (PFC) at Eugene Airport/Mahlon Sweet Field, Submitted by the City of Eugene, Eugene, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to the notice of intent to rule on application to use the revenue from a Passenger Facility Charge (PFC) at Eugene Airport/Mahlon Sweet Field, Eugene, Oregon.

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

In notice document 96-10518 beginning on page 18771 in the issue of Monday, April 29, 1996, in the first column under BACKGROUND INFORMATION, the second paragraph should read as follows:

The following is a brief overview of the application.

Level of proposed PFC: \$3.00.

Actual charge effective date:

November 1, 1993.

Proposed charge expiration date:

December 1, 1998.

Total estimated PFC revenues:

\$1,850,000.00.

Brief description of proposed project:

Land acquisition—Phase I.

FOR FURTHER INFORMATION CONTACT:

Ms. Carolyn Read, (206) 227-2661; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056. The application may be reviewed in person at this same location.

Issued in Renton, Washington, on June 5, 1996.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96-14876 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-13-M

Office of the Secretary

Federal Highway Administration

Announcement of Conference on DOT Drug and Alcohol Testing Requirements for Mexican Carriers

AGENCIES: Office of the Secretary, Federal Highway Administration, DOT.

ACTION: Notice.

SUMMARY: The Office of the Secretary (OST), the Federal Highway Administration (FHWA), and the Mexico Secretariat of Communication in Transportation (SCT) are holding a conference on the implementation by Mexican motor carriers of the DOT-required drug and alcohol testing rules. Members of the Mexican motor carrier industry and the general public are invited to attend. The governments of Mexico and the United States are working cooperatively to ensure that companies needing to comply with the rules are able to do so by the effective date. This conference will provide Mexican carriers with an opportunity to meet SCT and DOT personnel and speak with them on all issues related to implementation of these rules. Both governments strongly urge attendance and participation of Mexican carriers.

DATES: June 24, 1996.

ADDRESSES: Holiday Inn, Downtown Market Square, 318 West Durango Street, San Antonio, Texas. The conference will run from 8:00 a.m. to 5:00 p.m.

FOR FURTHER INFORMATION CONTACT:

Mary Bernstein, Director, Office of Drug

Enforcement and Program Compliance, Room 10317, (202-366-3784), 400 7th Street, SW, Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION: The Omnibus Transportation Employee Testing Act of 1991 required the Secretary of Transportation to issue regulations requiring controlled substances and alcohol testing of commercial motor vehicle drivers who are subject to the commercial driver's licensing requirements of the Commercial Motor Vehicle Safety Act of 1986, 49 U.S.C. Chapter 313. The final rules, 49 CFR Part 40, "Procedures for Transportation Drug and Alcohol Testing Programs," and 49 CFR Part 382, "Commercial Driver's License Program and Controlled Substance and Alcohol Use and Testing," implementing such testing, were published on February 15, 1994. Following comments from United States, foreign industry, and other interested parties, FHWA amended Part 382 on September 22, 1995 (60 FR 49322) and extended the drug and alcohol testing requirements to foreign employers and drivers who drive into the United States. The implementation dates of the requirements of 49 CFR Part 40 and Part 382 will go into effect on July 1, 1996, for large foreign employers (with more than 50 drivers), and will go into effect on July 1, 1997, for small foreign employers (with less than 50 drivers).

Currently, Mexico has a drug and alcohol testing program which is wholly supported and operated by the government. This program will remain intact under the control and enforcement of SCT and run concurrently with, but in addition to, the DOT program requirements. Mexican motor carriers must comply with DOT requirements on their own, by partnering with SCT, or by contracting the requirements to consortia/third party administrators (C/TPA) working on the employer's behalf. The DOT is providing technical assistance in a number of areas to speed up the implementation process.

This conference will be an opportunity for the Mexican employers and their industry associations to have a dialogue with OST, FHWA, and SCT personnel regarding implementation issues, questions, and concerns. OST, FHWA, and SCT personnel will present to the participants a concise overview of the rule requirements. Although the primary purpose of this conference is to meet with Mexican motor carrier industry officials, other Mexican or United States interested parties, such as laboratories, consortia, third party

administrators, manufacturers of alcohol testing equipment, and urine collection and alcohol testing services are invited. SCT has decided, and DOT agrees, that only authorized Mexican personnel will perform medical review officer and substance abuse professional functions.

The conference is free-of-charge to participants. However, attendees will need to pay for the costs of their own travel and hotel accommodations. Hotel rooms will be available at a discounted rate for conference attendees. Please contact the Holiday Inn at (210) 225-3211, for room rate information and to make reservations. Mexican carriers interested in attending this meeting should register by faxing the following information to DOT at (202) 366-3897 by June 19, 1996: name of the individual(s) attending; company name, address, and telephone number; number of drivers in the company; and, number of drivers crossing the border into the United States.

Vendors who want exhibit space will need to work directly with the hotel. Vendors who are planning on attending and having an exhibit, should also register by faxing the following information to DOT at (202) 366-3897 by June 19, 1996: name of the individual(s) attending; company name, address, and telephone number; and, indicate type of service provided (e.g., laboratory, alcohol testing equipment, consortium, etc.).

Issued this 5th day of June, 1996, at Washington, D.C.

Mary Bernstein,

Director, Office of Drug Enforcement and Program Compliance.

[FR Doc. 96-14879 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-62-P

National Highway Traffic Safety Administration

[Docket No. 96-060; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1993 Mercedes-Benz 280E and 1994-1996 Mercedes-Benz E280 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1993 Mercedes-Benz 280E and 1994-1996 Mercedes-Benz E280 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 1993 Mercedes-Benz

280E and 1994-1996 Mercedes-Benz E280 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 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 July 12, 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.

G&K Automotive Conversion, Inc. of Santa Ana, California ("G&K")

(Registered Importer No. R-90-007) has petitioned NHTSA to decide whether 1993 Mercedes-Benz 280E and 1994-1996 Mercedes-Benz E280 passenger cars are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are the 1993 Mercedes-Benz 300E and 1994-1996 Mercedes-Benz E320. G&K has submitted information indicating that Daimler Benz, A.G., the company that manufactured the 1993 Mercedes-Benz 300E and 1994-1996 Mercedes-Benz E320, certified those vehicles as conforming to all applicable Federal motor vehicle safety standards and offered them for sale in the United States.

The petitioner contends that it carefully compared the 1993 Mercedes-Benz 280E and 1994-1996 Mercedes-Benz E280 to the 1993 Mercedes-Benz 300E and 1994-1996 Mercedes-Benz E320, and found those vehicles to be substantially similar with respect to compliance with most applicable Federal motor vehicle safety standards.

G&K submitted information with its petition intended to demonstrate that the 1993 Mercedes-Benz 280E and 1994-1996 Mercedes-Benz E280, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as the 1993 Mercedes-Benz 300E and 1994-1996 Mercedes-Benz E320 that were offered for sale in the United States, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1993 Mercedes-Benz 280E and 1994-1996 Mercedes-Benz E280 are identical to the certified 1993 Mercedes-Benz 300E and 1994-1996 Mercedes-Benz E320 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*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 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*, and 302 *Flammability of Interior Materials*.