

<sup>2</sup>Category 359-C: only HTS numbers 6103.42.2025, 6103.49.8034, 6104.62.1020, 6104.69.8010, 6114.20.0048, 6114.20.0052, 6203.42.2010, 6203.42.2090, 6204.62.2010, 6211.32.0010, 6211.32.0025 and 6211.42.0010; Category 659-C: only HTS numbers 6103.23.0055, 6103.43.2020, 6103.43.2025, 6103.49.2000, 6103.49.8038, 6104.63.1020, 6104.63.1030, 6104.69.1000, 6104.69.8014, 6114.30.3044, 6114.30.3054, 6203.43.2010, 6203.43.2090, 6203.49.1010, 6203.49.1090, 6204.63.1510, 6204.69.1010, 6210.10.9010, 6211.33.0010, 6211.33.0017 and 6211.43.0010.

<sup>3</sup>Category 359-V: only HTS numbers 6103.19.2030, 6103.19.9030, 6104.12.0040, 6104.19.8040, 6110.20.1022, 6110.20.1024, 6110.20.2030, 6110.20.2035, 6110.90.9044, 6110.90.9046, 6201.92.2010, 6202.92.2020, 6203.19.1030, 6203.19.9030, 6204.12.0040, 6204.19.8040, 6211.32.0070, 6211.42.0070.

<sup>4</sup>Category 659-S: only HTS numbers 6112.31.0010, 6112.31.0020, 6112.41.0010, 6112.41.0020, 6112.41.0030, 6112.41.0040, 6211.11.1010, 6211.11.1020, 6211.12.1010, 6211.12.1020.

The Committee for the Implementation of Textile Agreements has determined that these actions fall within the foreign affairs exception to the rulemaking provisions of 5 U.S.C. 553(a)(1).

Sincerely,  
Troy H. Cribb,

*Chairman, Committee for the Implementation of Textile Agreements.*

[FR Doc. 96-19777 Filed 8-2-96; 8:45 am]

BILLING CODE 3510-DR-F

### **Establishment of a New Export Visa Arrangement and Certification Requirements for Certain Cotton, Wool and Man-Made Fiber Textile Products Produced or Manufactured in Honduras; Correction**

July 30, 1996.

In the letter to the Commissioner of Customs published in the Federal Register on July 23, 1996 (61 FR 38236), column 3, line 8, change "July 15, 1996" to "August 1, 1996."

Troy H. Cribb,

*Chairman, Committee for the Implementation of Textile Agreements*

[FR Doc. 96-19776 Filed 8-2-96; 8:45 am]

BILLING CODE 3510-DR-F

## **DEPARTMENT OF TRANSPORTATION**

### **Aviation Proceedings; Agreements Filed During the Week Ending 7/26/96**

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C 412 and 414. Answers may be filed within 21 days of date of filing.

*Docket Number:* OST-96-1581

*Date filed:* July 23, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC3 Reso/C 0088 dated May 31, 1996  
TC3 (to/from US Territories)  
Resolutions r-1-001aa r-2-002  
TABLES—TC3 Rates 0092 dated June 25, 1996

TC23 Reso/C 0223 dated May 31, 1996

TC23 (to/from US Territories)  
Resolution r-3-002

TABLES—TC23 Rates 0222 dated July 9, 1996

Intended effective date: October 1, 1996

*Docket Number:* OST-96-1582

*Date filed:* July 23, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC12 Reso/C 0929 dated May 31, 1996

TC12 Resolutions

TABLES—TC12 Rates 0521 dated June 21, 1996, TC12 Rates 0522 dated June 21, 1996, TC12 Rates 0523 dated June 28, 1996, TC12 Rates 0524 dated July 2, 1996

Intended effective date: October 1, 1996

*Docket Number:* OST-96-1583

*Date filed:* July 23, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC31 Telex Mail Vote 816 (& Amendment) Japan-Hawaii fares r-1—090k, r-3—091p, r-2—090c, r-4—091z

Intended effective date: August 1, 1996

*Docket Number:* OST-96-1584

*Date filed:* July 23, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC1 Telex Mail Vote 817  
Canada-Caribbean Amending Resolution

r-1-051b, r-3-061b, r-5-073j, r-2-041b, r-4-070ff

Intended effective date: August 5, 1996

*Docket Number:* OST-96-1585

*Date filed:* July 23, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC2 Telex Mail Vote 815  
Within Africa Increase (5%) Resolution

Amendment to Mail Vote

Intended effective date: August 1, 1996

*Docket Number:* OST-96-1589

*Date filed:* July 24, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC31 Telex Mail Vote 818

Fares from San Francisco/Mexico/Caribbean  
Intended effective date: September 1, 1996

*Docket Number:* OST-96-1596

*Date filed:* July 26, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC3 Telex Mail Vote 819

Colombo-India fares

r-1-043a, r-2-053a, r-3-063a

Intended effective date: August 15, 1996

*Docket Number:* OST-96-1597

*Date filed:* July 26, 1996

*Parties:* Members of the International Air Transport Association

*Subject:*

TC12 Fares 0509 dated July 26, 1996  
US-UK Add-on Amounts

Intended effective date: October 1, 1996

Paulette V. Twine,

*Chief, Documentary Services Division.*

[FR Doc. 96-19822 Filed 8-2-96; 8:45 am]

BILLING CODE 4910-62-P

### **Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending July 26, 1996**

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-96-1600

*Date filed:* July 26, 1996

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* August 16, 1996

*Description:* Application of the State of Alaska, the Anchorage International Airport and the Fairbanks International Airport, pursuant to 49 U.S.C. Sections 40109(c), 41304(a), and 14 CFR Section 302 Subparts D and Q, petitions the Department of Transportation to amend the Foreign Air Carrier Permit and exemption authority of all foreign carriers authorized to serve the United States

to enable them to engage in expanded cargo transfer activities at the Alaska International Airports.

*Docket Number:* OST-95-716

*Date filed:* July 24, 1996

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* August 21, 1996

*Description:* Amendment No. 1 to the Application of Alaska Airlines, Inc., hereby amends its pending certificate application to request: (1) certificate authority to serve Vancouver, British Columbia, Canada from Los Angeles rather than San Diego; and (2) the reallocation of Alaska's two daily non-stop frequencies to the Los Angeles-Vancouver market.

Paulette V. Twine,

*Chief, Documentary Services Division.*

[FR Doc. 96-19821 Filed 8-2-96; 8:45 am]

BILLING CODE 4910-62-P

## National Highway Traffic Safety Administration

[Docket No. 95-99; Notice 2]

### Decision That Certain Nonconforming 1994 Alfa Romeo 164 Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of decision by NHTSA that certain nonconforming 1994 Alfa Romeo 164 passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1994 Alfa Romeo 164 passenger cars manufactured before September 1, 1993, without automatic transmissions, 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 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 1994 Alfa Romeo 164), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective August 5, 1996.

**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 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.

Liphardt & Associates of Ronkonkoma, New York ("Liphardt") (Registered Importer R-90-004) petitioned NHTSA to decide whether 1994 Alfa Romeo 164 passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on January 4, 1996, (61 FR 367) to afford an opportunity for public comment. As stated in the notice of petition, the vehicle which Liphardt believes is substantially similar is the 1994 Alfa Romeo 164 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 claimed that it carefully compared the non-U.S. certified 1994 Alfa Romeo 164 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.

Specifically, the petitioner claimed that the non-U.S. certified 1994 Alfa Romeo 164 is identical to its U.S. certified counterpart 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*, 107 *Reflecting*

*Surfaces*, 109 *New Pneumatic Tires*, 111 *Rearview Mirrors*; 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*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner stated that the non-U.S. certified 1994 Alfa Romeo 164 complies with the Bumper Standard found in 49 CFR Part 581.

Petitioner also contended 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) substitution of appropriate symbols on the brake failure, parking brake, and seat belt warning lamps; (b) installation of a U.S.-model speedometer.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamp assemblies which incorporate sealed beam headlamps and front 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 stated that the vehicle is equipped with an air bag and knee bolster that have identical part numbers to those found on its U.S.-certified counterpart.

One comment was received in response to the notice of the petition, from Fiat Auto U.S.A., Inc. (Fiat), the United States representative of Alfa Lancia Industriale, the vehicle's manufacturer. In its comment, Fiat stated that it has devoted a great deal of care in assuring that the U.S. certified