

The FAA will approve or disapprove the application, in whole or in part, no later than September 6, 1996.

The following is a brief overview of the impose and use application number AWP-96-03-C-00-ACV.

Level of proposed PFC: \$3.00.

Proposed charge effective date: October 15, 1996.

Proposed charge expiration date: December 31, 1998.

Total estimated PFC revenue: \$525,258.00.

Brief description of the proposed impose and use projects: Arcata-Eureka Airport—Miscellaneous Improvements (Taxiway System Rehabilitation, Emergency Generator Installation (Terminal Building & Fire Hall), Safety Area Improvements and Regrading, Terminal Apron Drainage Improvements), Emergency Storm Drain Repair, Clear Zone—Runway Protection Zone (RPZ) Land Purchase, Security Gate—Turn Style (one way, Rohnerville Airport—RPZ Property Purchase.

Impose only project: Future Property Purchase Reserve Account at Arcata-Eureka Airport.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the County of Humboldt.

Issued in Hawthorne, California, on June 14, 1996.

Ellsworth Chan,

Acting Manager, Airports Division, Western-Pacific Region.

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BILLING CODE 4910-13-M

Weather Observation Service Standards

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of policy statement.

SUMMARY: The American people have demanded a smaller, more efficient government; toward that end, the resources of the National Airspace System must be streamlined and service provided in a safe yet economical way. In November 1994, senior management officials from the Federal Aviation

Administration (FAA) and the National Weather Service (NWS) met with executives from fourteen national aviation associations concerning surface aviation observation services. They reached an agreement that the government would work with industry to define various support levels for surface observations.

In addition, in March 1995, and in accordance with the Office of Management and Budget (OMB) policy, the FAA began the process to assume responsibility for aviation surface weather observations beginning in FY 1996. As the NWS automates field offices and reallocates their personnel under this plan, the FAA will undertake accountability for observations at many NWS ASOS sites. The NWS has begun transitioning these ASOS sites to the FAA as the ASOSs are commissioned and has solicited public comment (61 FR 19595; May 2, 1996). The FAA also expanded by more than two hundred, the sites to receive ASOSs, thus enhancing safety at sites without weather observations. All of these activities prompted the FAA to take aggressive action in addressing surface aviation observation requirements and do it within modest resource gains.

As a result, a government/industry team has worked for a year and a half to comprehensively reassess the requirements for surface observations at the nation's airports. That work has resulted in agreement on a set of service standards as well as the FAA and NWS Automated Surface Observing System (ASOS) sites to which the standards will apply. This notice outlines the four kinds of service, explains the method used to determine which airports receive which type of service, and contains a listing of the airports and the service categories in which they fall. The FAA, NWS and Industry representatives believe the service standards approach supports the best allocation of scarce resources.

FOR FURTHER INFORMATION CONTACT: Ragna Aarnio, Aviation Policy and Industry Relations Branch, 400 7th St SW, Plaza 200, Washington, DC 20590; telephone (202) 336-4474.

SUPPLEMENTARY INFORMATION: The term *Service Standards* refers to four levels of detail in the weather observation at sites where there is a commissioned ASOS. The first category, known as Service Level D, is completely automated service, at which the ASOS observation will constitute the entire observation, i.e., no additional weather information is added by a human weather observer. A partial list of the airports that fit in this category are provided at the end of

this Notice. Some of these airports currently have contract weather observers providing the service. Many other sites (60-80) will be expanded to include automated systems; they are currently under review. Information on specific additional sites is available upon request.

The second category, tower-augmented service, also known as Service Level C, encompasses approximately two hundred and fifty airports. At this level, a human observer adds additional information to the automated observation. Augmentation includes the following parameters: thunderstorms, tornadoes, hail, virga, volcanic ash, and tower visibility. In addition, in the event of an ASOS malfunction or the ASOS reporting unrepresentative data, the human observer may insert the correct value or more representative information into the observation. This is referred to as *backup*.

Backup consists of inserting the following parameters where available: wind, visibility, precipitation/obstruction to vision type, cloud height, sky cover, temperature, dewpoint and altimeter setting. This level of service would be provided at all towered airports during hours of operation. During hours that the tower is closed, the ASOS will provide observations without backup or augmentation. These airports are listed as tower-augmented (Service Level C) airports at the end of this notice. Although this category is listed as *tower-augmented*, the service may be provided by Flight Service Stations at selected sites.

At 135 airports, adding more detail to the weather observation was considered optimum. These airports were divided into two categories, major aviation hubs and high traffic volume airports with average or worse weather, referred to as Service Level A airports; and the remaining group of airports that are smaller hubs or special airports in other ways, that have worse than average bad weather operations for thunderstorms and/or freezing/frozen precipitation, and/or that are remote airports, referred to as Service Level B airports.

Service Level B airports will receive augmentation and backup (C-level service) plus long-line Runway Visual Range (RVR), which may be an instantaneous readout. If observed, the following elements will be added to the observation: freezing drizzle versus freezing rain, ice pellets, snow depth and snow increasing rapidly remarks, thunderstorm/lightning location remarks and observed significant weather not at the station remarks. At selected airports in this category, during

hours of low traffic volume, the service may revert to Service Level C, tower-augmented service, or Service Level D, automated service.

Service Level A airports will receive, in addition to the services described above, 10 minute long-line RVR or additional visibility increments of $\frac{1}{8}$, $\frac{1}{16}$ and 0. If observed, the following elements will be added to the observation: sector visibility, variable sky condition, cloud layers above 12,000 feet and cloud types, widespread dust, sand and other obscurations and volcanic eruptions.

At selected sites, Flight Service Stations may do the support at Level A, B, or C airports. In lieu of a contract of NWS observer at a Level A, B or C airport, a non-government entity, such as a Fixed Base Operator or commercial aviation operator may agree to provide augmentation or backup to the ASOS observation, at no cost to the government. On a case-by-case basis, arrangements can be made to install an operator interface device, provide training materials, and determine a payment schedule for any recurring costs associated with the activity.

More detailed information on Service Standard procedures, including augmentation and backup, is contained in FAA Order 7900.5A. This document is available upon request.

Implementation Schedule

The date for implementation of Service Standards for each airport will be based upon a number of factors, including NWS transition dates, ASOS commissioning dates and the FAA budget. Sufficient budget for implementing Service Levels has been requested for FY 97. However, FAA budget resources are insufficient in FY 96 to fully fund observations at the A and B Service Levels at all sites designated for those Service Standards. For Level 5 towered sites, the FAA has already allocated funds for Service Level A support to begin immediately upon commissioning of ASOS; those sites are identified by an asterisk in the list at this end of this Notice.

The implementation date will be included in a Notice to Airmen and/or in the Airport/Facility Directory when transition is imminent. Information on the schedule for specific sites is available on request.

Ranking Process

The criteria used to rank the airports were based on (1) occurrence of significant weather weighted by traffic counts; (2) distance to the nearest suitable alternate airport; and (3) critical airport characteristics. These criteria

produced a score for each airport which determined their level of service. Seventy-eight ASOS sites have the greatest augmentation needs and will receive expanded service (Level A); fifty-seven to receive enhanced service (Level B); two hundred and fifty to receive tower augmentation (Level C); and another nearly four hundred to receive automated service (Level D). The composite scores assigned were solely based on weighted objective criteria designed to capture critical airport characteristics as follows.

Bad Weather Operations Score

This score is calculated by (1) adding the percentage of times that the airport is impacted by thunderstorms, freezing and/or frozen precipitation (including freezing rain, freezing drizzle, snow, snow pellets, snow squalls, snow showers, ice pellets, ice pellet showers, ice crystals), and visibility less than or equal to .5 mile and multiplying that percentage sum times total operations at that airport; (2) multiplying the percentage of time the airport experiences visibility less than or equal to 3 miles times the number of all operations and then multiplying that figure by .5; (3) summing the figures from steps 1–2 above; and (4) setting the resultant figures to a linear scale ranging from 0 to 18. The total score range was set at 0 to 18 to coincide with the combined total score range of the airport characteristics and the alternate airport criteria as described in the next two paragraphs. The traffic count data utilized is FY 1994.

For sites that did not have any weather information available, an alternate method was devised to compute weather scores. Each airport which had a composite score of 2 or more, even without weather data, was assigned weather information (surrogate weather) from the nearest airport with similar weather. This step was omitted for airports with a non-weather composite score of less than 2 because adding even a high weather score to such sites would not cause them to need expanded service. A list of these airports and the surrogate weather utilized for them is available upon request.

Score for Distance to Nearest Suitable Alternate Airport

This score gives credit for airports for which the nearest suitable alternate is a greater distance away. Where available, these alternates were selected from an Air Transport Association-provided list of actual alternates utilized for certain airports. Otherwise, an automated approach was used to determine these

alternates based on the following requirements

- The alternate site must have some observation capabilities. It must be an FAA or NWS ASOS site; an FAA or NWS contract weather observer observation site; a Federal or Non-Federal Automated Weather Observing Site (AWOS) site; or a Supplementary Aviation Weather Reporting Site (SAWRS) station.

- If the destination airport has a Terminal Airdrome Forecast (TAF) issued, the alternate site must have a TAF issued also.

- If the destination airport is a Part 139 airport, the alternate site must be a Part 139 airport also.

The scoring was done using Table 1.

TABLE 1.—Nearest Suitable Alternate Airport Score

Miles to the nearest alternate airport	Score
0–75	0
76–125	1
126–175	2
176–225	3
226–275	4
276 miles or greater	5

Airport Characteristics Score

This score is given based on the applicability of the scores in Table 2. The tower levels are those established as 3/11/96.

TABLE 2.—Airport Characteristics Score

Characteristics	Score
Tower Level	0–5
Special Airport	0, 1
Hub Airport	0, 2
National Airspace Reporting System (NPRS) Airport	0, 1
Terminal Doppler Weather Radar (TDWR) Airport	0, 1
CAT II/III Qualified	0–2
Long-Line RVR	0, 1

Ranking

The scores from the three areas described above were then added together and each airport was assigned a composite score and ranked accordingly. Information on the process of determining the exact boundaries between service levels, as well as scores for individual airports, are available upon request.

This following list includes the service level categories and the airports that fall into each category. The airports in each service level category are listed by state and the city where the airport is located. The airport's three letter location identifier is also included. For

Level 5 towered sites, the FAA has already allocated funds for Service Level A support to begin immediately upon commissioning of ASOS; those sites are identified by an asterisk in the list below.

SERVICE LEVEL A

AK	.....	Anchorage	.....	ANC
AK	.....	Bethel	.....	BET
AK	.....	Fairbanks	.....	FAI
AK	.....	Juneau	.....	JNU
AZ	.....	Phoenix	.....	PHX*
CA	.....	Fresno	.....	FAT
CA	.....	Long Beach	.....	LGB
CA	.....	Los Angeles	.....	LAX*
CA	.....	Oakland	.....	OAK
CA	.....	Ontario	.....	ONT
CA	.....	San Diego	.....	SAN
CA	.....	San Francisco	.....	SFO*
CA	.....	Santa Ana	.....	SNA
CA	.....	Van Nuys	.....	VNY
CO	.....	Denver	.....	APA
CO	.....	Denver	.....	DEN*
CT	.....	Windsor Locks	.....	BDL
DC	.....	Washington	.....	DCA*
DC	.....	Washington	.....	IAD*
FL	.....	Jacksonville	.....	JAX
FL	.....	Miami	.....	MIA*
FL	.....	Orlando	.....	MCO*
FL	.....	Tallahassee	.....	TLH
FL	.....	Tampa	.....	TPA*
GA	.....	Atlanta	.....	ATL*
IA	.....	Des Moines	.....	DSM
IL	.....	Chicago	.....	MDW
IL	.....	Chicago	.....	ORD*
IL	.....	Rockford	.....	RFD
IN	.....	Indianapolis	.....	IND
KS	.....	Wichita	.....	ICT
KY	.....	Louisville	.....	SDF
KY/OH	.....	Covington/Cincinnati	.....	CVG*
LA	.....	New Orleans	.....	MSY
MA	.....	Boston	.....	BOS*
MD	.....	Baltimore	.....	BWI
MI	.....	Detroit	.....	DTW*
MI	.....	Grand Rapids	.....	GRR
MI	.....	Lansing	.....	LAN
MI	.....	Pontiac	.....	PTK
MN	.....	Minneapolis	.....	MSP
MO	.....	Kansas City	.....	MCI
MO	.....	St Louis	.....	STL*
NC	.....	Charlotte	.....	CLT*
NC	.....	Greensboro	.....	GSO
NC	.....	Raleigh/Durham	.....	RDU
NJ	.....	Newark	.....	EWB*
NM	.....	Albuquerque	.....	ABQ
NV	.....	Las Vegas	.....	LAS
NY	.....	Albany	.....	ALB
NY	.....	Buffalo	.....	BUF
NY	.....	New York	.....	JFK*
NY	.....	New York	.....	LGA*
NY	.....	Rochester	.....	ROC
NY	.....	Syracuse	.....	SYR
OH	.....	Akron	.....	CAK
OH	.....	Cleveland	.....	CLE
OH	.....	Columbus	.....	CMH
OH	.....	Dayton	.....	DAY
OK	.....	Oklahoma City	.....	OKC
OK	.....	Tulsa	.....	TUL
OR	.....	Portland	.....	PDX
PA	.....	Philadelphia	.....	PHL*
PA	.....	Pittsburgh	.....	PIT*
RI	.....	Providence	.....	PVD
TN	.....	Memphis	.....	MEM

TN	.....	Nashville	.....	BNA
TX	.....	Dallas	.....	DAL
TX	.....	Dallas-Forth Worth	.....	DFW*
TX	.....	Houston	.....	HOU
TX	.....	Houston	.....	IAH
TX	.....	San Antonio	.....	SAT
UT	.....	Salt Lake City	.....	SLC
VA	.....	Richmond	.....	RIC
WA	.....	Seattle	.....	BFI
WA	.....	Seattle	.....	SEA
WA	.....	Spokane	.....	GEG
WI	.....	Milwaukee	.....	MKE

SERVICE LEVEL B

AK	.....	Deadhorse	.....	SCC
AK	.....	King Salmon	.....	AKN
AK	.....	Kodiak	.....	ADQ
AK	.....	Nome	.....	OME
AL	.....	Huntsville	.....	HSV
AL	.....	Montgomery	.....	MGM
AR	.....	Little Rock	.....	LIT
AZ	.....	Grand Canyon	.....	GCN
AZ	.....	Tucson	.....	TUS
CA	.....	Sacramento	.....	SMF
CA	.....	San Jose	.....	SJC
CA	.....	Santa Barbara	.....	SBA
CO	.....	Colorado Springs	.....	COS
FL	.....	Daytona Beach	.....	DAB
FL	.....	Fort Lauderdale	.....	FLL
FL	.....	West Palm Beach	.....	PBI
GA	.....	Savannah	.....	SAV
HI	.....	Honolulu	.....	HNL
IL	.....	Champaign/Urbana/	.....	CMI
IL	.....	Moline	.....	MLI
IL	.....	Peoria	.....	PIA
IN	.....	Fort Wayne	.....	FWA
IN	.....	Lafayette	.....	LAF
IN	.....	South Bend	.....	SBN
LA	.....	Baton Rouge	.....	BTR
LA	.....	Shreveport	.....	SHV
ME	.....	Bangor	.....	BGR
MI	.....	Flint	.....	FNT
MI	.....	Kalamazoo	.....	AZO
MI	.....	Muskegon	.....	MKG
MI	.....	Saginaw	.....	MBS
MI	.....	Traverse City	.....	TVC
MN	.....	Minneapolis	.....	FCM
MN	.....	Minneapolis	.....	MIC
MS	.....	Jackson	.....	JAN
MT	.....	Billings	.....	BIL
ND	.....	Grand Forks	.....	GFK
NE	.....	Lincoln	.....	LNK
NE	.....	Omaha	.....	OMA
NJ	.....	Teterboro	.....	TEB
NY	.....	Islip	.....	ISP
NY	.....	White Plains	.....	HPN
OH	.....	Youngstown/Warren	.....	YNG
PA	.....	Pittsburgh	.....	AGC
PR	.....	San Juan	.....	SJU
SC	.....	Charleston	.....	CHS
SC	.....	Columbia	.....	CAE
TN	.....	Chattanooga	.....	CHA
TN	.....	Knoxville	.....	TYS
TX	.....	Corpus Christi	.....	CRP
TX	.....	El Paso	.....	ELP
TX	.....	Lubbock	.....	LBB
TX	.....	Midland	.....	MAF
VA	.....	Norfolk	.....	ORF
VT	.....	Burlington	.....	BTV
WI	.....	Madison	.....	MSN
WV	.....	Charleston	.....	CRW

TOWER-AUGMENTED SERVICE (SERVICE LEVEL C)

TOWER-AUGMENTED SERVICE (SERVICE LEVEL C)

AK	.....	Anchorage	.....	MRI
AK	.....	Kenai	.....	ENA

AL	.....	Birmingham	.....	BHM
AL	.....	Dothan	.....	DHN
AL	.....	Mobile	.....	BFM
AL	.....	Mobile	.....	MOB
AL	.....	Tuscaloosa	.....	TCL
AR	.....	Fayetteville	.....	FYV
AR	.....	Fort Smith	.....	FSM
AR	.....	Pine Bluff	.....	PBF
AR	.....	Texarkana	.....	TXK
AZ	.....	Flagstaff	.....	FLG
AZ	.....	Phoenix	.....	DVT
AZ	.....	Prescott	.....	PRC
AZ	.....	Scottsdale	.....	SDL
CA	.....	Bakersfield	.....	BFL
CA	.....	Burbank	.....	BUR
CA	.....	Carlsbad	.....	CRQ
CA	.....	Chino	.....	CNO
CA	.....	Concord	.....	CCR
CA	.....	Fullerton	.....	FUL
CA	.....	Hawthorne	.....	HHR
CA	.....	Hayward	.....	HWD
CA	.....	Livermore	.....	LVK
CA	.....	Modesto	.....	MOD
CA	.....	Monterey	.....	MRY
CA	.....	Napa	.....	APC
CA	.....	Oxnard	.....	OXR
CA	.....	Palm Springs	.....	PSP
CA	.....	Palmdale	.....	PMD
CA	.....	Redding	.....	RDD
CA	.....	Riverside	.....	RAL
CA	.....	Sacramento	.....	SAC
CA	.....	Salinas	.....	SNS
CA	.....	San Diego	.....	MYF
CA	.....	San Diego	.....	SDM
CA	.....	San Luis Obispo	.....	SBP
CA	.....	Santa Maria	.....	SMX
CA	.....	Santa Monica	.....	SMO
CA	.....	Santa Rosa	.....	STS
CA	.....	South Lake Tahoe	.....	TVL
CA	.....	Stockton	.....	SCK
CO	.....	Aspen	.....	ASE
CO	.....	Grand Junction	.....	GJT
CO	.....	Pueblo	.....	PUB
CT	.....	Bridgeport	.....	BDR
CT	.....	Danbury	.....	DXR
CT	.....	Groton/New London	.....	GON
CT	.....	Hartford	.....	HFD
CT	.....	New Haven	.....	HNH
DE	.....	Wilmington	.....	ILG
FL	.....	Fort Lauderdale	.....	FXE
FL	.....	Fort Myers	.....	FMY
FL	.....	Fort Myers	.....	RSW
FL	.....	Fort Pierce	.....	FPR
FL	.....	Gainesville	.....	GNV
FL	.....	Hollywood	.....	HWO
FL	.....	Jacksonville	.....	CRG
FL	.....	Key West	.....	EYW
FL	.....	Melbourne	.....	MLB
FL	.....	Miami	.....	OPF
FL	.....	Miami	.....	TMB
FL	.....	Orlando	.....	ORL
FL	.....	Panama City	.....	PFN
FL	.....	Pensacola	.....	PNS
FL	.....	Pompano Beach	.....	PMP
FL	.....	Sarasota/Bradenton/	.....	SRQ
FL	.....	St Petersburg	.....	SPG
FL	.....	St Petersburg/Clearwater	.....	PIE
FL	.....	Vero Beach	.....	VRB
GA	.....	Albany	.....	ABY
GA	.....	Athens	.....	AHN
GA	.....	Atlanta	.....	FTY
GA	.....	Atlanta	.....	PDK
GA	.....	Augusta	.....	AGS

GA	Columbus	CSG	NC	Wilmington	ILM	VA	Lynchburg	LYH
GA	Macon	MCN	NC	Winston Salem	INT	VA	Newport News	PHF
HI	Hilo	ITO	ND	Bismarck	BIS	VA	Roanoke	ROA
HI	Kahului	OGG	ND	Fargo	FAR	VI	Charlotte Amalie ...	STT
HI	Kailua/Kona	KOA	ND	Minot	MOT	VI	Christiansted	STX
HI	Lihue	LIH	NE	Grand Island	GRI	WA	Everett	PAE
IA	Cedar Rapids	CID	NH	Lebanon	LEB	WA	Moses Lake	MWH
IA	Dubuque	DBQ	NH	Manchester	MHT	WA	Olympia	OLM
IA	Sioux City	SUX	NJ	Atlantic City	ACY	WA	Pasco	PSC
IA	Waterloo	ALO	NJ	Caldwell	CDW	WA	Renton	RNT
ID	Boise	BOI	NJ	Morristown	MMU	WA	Spokane	SFF
ID	Idaho Falls	IDA	NJ	Trenton	TTN	WA	Tacoma	TIW
ID	Lewiston	LWS	NM	Roswell	ROW	WA	Walla Walla	ALW
ID	Pocatello	PIH	NM	Santa Fe	SAF	WA	Yakima	YKM
ID	Twin Falls	TWF	NV	Reno	RNO	WI	Green Bay	GRB
IL	Cahokia/St Louis ...	CPS	NY	Binghamton	BGM	WI	Kenosha	ENW
IL	Carbondale/	MDH	NY	Elmira	ELM	WI	La Crosse	LSE
	Murphysboro.		NY	Farmingdale	FRG	WI	Oshkosh	OSH
IL	Chicago/Aurora	ARR	NY	Niagara Falls	IAG	WV	Clarksburg	CKB
IL	Chicago/West	DPA	NY	Poughkeepsie	POU	WV	Huntington	HTS
	Chicago/.		NY	Utica	UCA	WV	Morgantown	MGW
IL	Chicago/Wheeling/	PWK	OH	Cincinnati	LUK	WV	Wheeling	HLG
IL	Decatur	DEC	OH	Cleveland	BKL	WY	Casper	CPR
IL	Springfield	SPI	OH	Columbus	OSU	WY	Cheyenne	CYS
IN	Bloomington	BMG	OH	Mansfield	MFD	AUTOMATED SERVICE (SERVICE LEVEL D)		
IN	Evansville	EVV	OH	Toledo	TOL			
IN	Muncie	MIE	OK	Clinton	CSM	AK	Anchorage	LHD
IN	Terre Haute	HUF	OK	Lawton	LAW	AK	Annette	ANN
KS	Hutchinson	HUT	OK	Oklahoma City	PWA	AK	Barrow	BRW
KS	Olathe	OJC	OK	Tulsa	RVS	AK	Bettles	BTT
KS	Salina	SLN	OR	Eugene	EUG	AK	Cold Bay	CDB
KS	Topeka	FOE	OR	Klamath Falls	LMT	AK	Cordova	CDV
KS	Topeka	TOP	OR	Medford	MFR	AK	Delta Junction/Ft	BIG
KY	Lexington	LEX	OR	Pendleton	PDT		Greely.	
KY	Louisville	LOU	OR	Portland	HIO	AK	Gulkana	GKN
LA	Alexandria	ESF	OR	Portland	TTD	AK	Homer	HOM
LA	Lafayette	LFT	OR	Salem	SLE	AK	Iliamna	ILI
LA	Lake Charles	LCH	PA	Allentown	ABE	AK	Ketchikan	KTN
LA	Monroe	MLU	PA	Erie	ERI	AK	Kotzebue	OTZ
LA	New Iberia	ARA	PA	Harrisburg	CXY	AK	McGrath	MCG
LA	New Orleans	NEW	PA	Harrisburg	MDT	AK	Nenana	ENN
LA	Shreveport	DTN	PA	Lancaster	LNS	AK	Northway	ORT
MA	Bedford	BED	PA	Philadelphia	PNE	AK	Palmer	PAQ
MA	Beverly	BVY	PA	Reading	RDG	AK	Sitka	SIT
MA	Hyannis	HYA	PA	Wilkes-Barre/Scranton.	AVP	AK	St Paul Island	SNP
MA	Lawrence	LWM				AK	Talkeetna	TKA
MA	Nantucket	ACK	PA	Williamsport	IPT	AK	Tanana	TAL
MA	New Bedford	EWB	SC	Florence	FLO	AK	Yakutat	YAK
MA	Norwood	OWD	SC	Greenville	GMU	AL	Anniston	ANB
MA	Westfield	BAF	SC	Greer	GSP	AL	Muscle Shoals	MSL
MA	Worcester	ORH	SC	North Myrtle Beach	CRE	AR	El Dorado	ELD
MD	Hagerstown	HGR	SD	Aberdeen	ABR	AR	Harrison	HRO
ME	Portland	PWM	SD	Rapid City	RAP	AR	Hot Springs	HOT
MI	Ann Arbor	ARB	SD	Sioux Falls	FSD	AR	Jonesboro	JBR
MI	Battle Creek	BTL	TN	Bristol/Johnson/	TRI	AZ	Kingman	IGM
MI	Detroit	DET		Kingsport.		AZ	Page	PGA
MI	Detroit	YIP	TX	Abilene	ABI	AZ	Winslow	INW
MN	Duluth	DLH	TX	Amarillo	AMA	CA	Arcata/Eureka	ACV
MN	Rochester	RST	TX	Austin	AUS	CA	Bishop	BIH
MN	St Paul	STP	TX	Beaumont/Port Arth.	BPT	CA	Blythe	BLH
MO	Columbia	COU				CA	Daggett	DAG
MO	Joplin	JLN	TX	Brownsville	BRO	CA	Emigrant Gap	BLU
MO	Kansas City	MKC	TX	College Station	CLL	CA	Imperial	IPL
MO	Springfield	SGF	TX	Dallas	RBD	CA	Marysville	MYV
MO	St Joseph	STJ	TX	Fort Worth	AFW	CA	Merced	MCE
MO	St Louis	SUS	TX	Fort Worth	FTW	CA	Paso Robles	PRB
MS	Greenville	GLH	TX	Harlingen	HRL	CA	Red Bluff	RBL
MS	Gulfport	GPT	TX	Housotn	DWH	CO	Akron	AKO
MS	Jackson	HKS	TX	Longview	GGG	CO	Alamosa	ALS
MS	Meridian	MEI	TX	McAllen	MFE	CO	La Junta	LHX
MT	Great Falls	GTF	TX	San Angelo	SJT	CO	Limon	LIC
MT	Helena	HLN	TX	San Antonio	SSF	FL	Crestview	CEW
MT	Missoula	MSO	TX	Tyler	TYR	GA	Alma	AMG
NC	Asheville	AVL	TX	Waco	ACT	GA	Brunswick	SSI
NC	Fayetteville	FAY	UT	Ogden	OGD	IA	Burlington	BRL
NC	Hickory	HKY	VA	Charlottesville	CHO	IA	Mason City	MCW

IA	Ottumwa	OTM	OH	Zanesville	ZZV
ID	Burley	BYI	OK	Gage	GAG
IN	Valparaiso	VPZ	OK	Hobart	HBR
KS	Chanute	CNU	OK	Mc Alester	MLC
KS	Concordia	CNK	OK	Ponca City	PNC
KS	Dodge City	DDC	OR	Astoria	AST
KS	Emporia	EMP	OR	Baker City	BKE
KS	Garden City	GCK	OR	Burns	BNO
KS	Goodland	GLD	OR	The Dalles	DLS
KS	Hill City	HLC	PA	Altoona	AOO
KS	Manhattan	MHK	PA	Johnstown	JST
KS	Russell	RSL	SC	Anderson	AND
KY	Bowling Green	BWG	SD	Huron	HON
KY	Jackson	JKL	SD	Pierre	PIR
KY	London	LOZ	SD	Watertown	ATY
KY	Paducah	PAH	TN	Crossville	CSV
MD	Salisbury	SBY	TN	Jackson	MKL
ME	Augusta	AUG	TX	Alice	ALI
ME	Caribou	CAR	TX	Childress	CDS
ME	Houlton	HUL	TX	Cotulla	COT
MI	Alpena	APN	TX	Dalhart	DHT
MI	Hancock	CMX	TX	Del Rio	DRT
MI	Houghton Lake	HTL	TX	Galveston	GLS
MI	Pellston	PLN	TX	Lufkin	LFK
MN	Alexandria	AXN	TX	Mineral Wells	MWL
MN	Hibbing	HIB	TX	Victoria	VCT
MN	International Falls	INL	TX	Wichita Falls	SPS
MN	Redwood Falls	RWF	TX	Wink	INK
MN	St Cloud	STC	UT	Bryce Canyon	BCE
MO	Cape Girardeau	CGI	UT	Cedar City	CDC
MO	Rolla/Vichy	VIH	UT	Milford	MLF
MO	St Charles	3SZ	VA	Danville	DAN
MS	McComb	MCB	VA	Wallops	WAL
MS	Tupelo	TUP	VT	Barre/Montpelier	MPV
MT	Bozeman	BZN	WA	Ephrata	EPH
MT	Butte	BTM	WA	Hoquiam	HQM
MT	Glasgow	GGW	WA	Quillayute	UIL
MT	Havre	HVR	WI	Lone Rock	LNR
MT	Kalispell	FCA	WI	Wausau	AUW
MT	Livingston	LVM	WV	Beckley	BKW
MT	Miles City	MLS	WV	Bluefield	BLF
NC	Elizabeth City	ECG	WV	Elkins	EKN
NC	Hatteras	HSE	WV	Martinsburg	MRB
NC	New Bern	EWN	WY	Laramie	LAR
NC	Rocky Mount	RWI	WY	Riverton	RIW
ND	Dickinson	DIK	WY	Sheridan	SHR
ND	Jamestown	JMS	WY	Worland	WRL
ND	Williston	ISN			
NE	Alliance	AIA			
NE	Chadron	CDR			
NE	McCook	MCK			
NE	Norfolk	OFK			
NE	North Platte	LBF			
NE	Scottsbluff	BFF			
NE	Sidney	SNY			
NE	Valentine	VTN			
NH	Concord	CON			
NJ	Millville	MIV			
NM	Carlsbad	CNM			
NM	Clayton	CAO			
NM	Deming	DMN			
NM	Gallup	GUP			
NM	Las Vegas	LVS			
NM	Truth Or Consequences	TCS			
NM	Tucumcari	TCC			
NV	Ely	ELY			
NV	Lovelock	LOL			
NV	Mercury	DRA			
NV	Tonopah	TPH			
NV	Winnemucca	WMC			
NY	Glens Falls	GFL			
NY	Massena	MSS			
NY	Monticello	MSV			
NY	Watertown	ART			
OH	Akron	AKR			

Dated: June 19, 1996.

Neil R. Planzer,

Program Director for Air Traffic Plans and Requirements.

[FR Doc. 96-16046 Filed 6-24-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 96-058; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1983 Yamaha RD 350 Motorcycles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1983 Yamaha RD 350 motorcycles 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 1983 Yamaha RD 350 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.

DATE: The closing date for comments on the petition is July 25, 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.