

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: May 28, 1998.

Description: Application of Chileinter Airlines S.A. for a foreign air carrier permit, pursuant to 49 U.S.C. 41302 to allow it to engage in charter foreign air transportation of persons, property, and mail between a point or points in Chile and a point or points in the United States, via intermediate points, as provided by the U.S.-Chile Air Transport Agreement of 1989, as amended, and to operate additional ad hoc charters pursuant to 14 C.F.R. Part 212.

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98-12370 Filed 5-8-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent to Prepare an Environmental Impact Statement and to Hold an Environmental Scoping Meeting for Cleveland Hopkins International Airport, Cleveland, OH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice to hold a public scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that environmental documentation, including an Environmental Impact Statement (EIS), will be developed to address environmental and related impacts expected with the proposed expansion of Cleveland Hopkins International Airport, Cleveland, Ohio.

FOR FURTHER INFORMATION CONTACT: Ernest Gubry, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7280.

SUPPLEMENTARY INFORMATION: The FAA will prepare an EIS concurrently with the finalization of a Master Plan for Cleveland Hopkins International Airport. Currently, the City of Cleveland has a proposal for the relocation and extension of Runway 5L/23R and the extension of Runway 5R. Associated with this development would be the relocation of Brook Park Road, development of new air traffic control procedures, and development of methods for providing noise compatibility with the surrounding communities. The EIS will also evaluate the cumulative impacts anticipated to

occur as a result of the implementation of foreseeable future improvements at Cleveland Hopkins International Airport.

Comments and suggestions are invited from federal, state, and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Copies of materials to be evaluated can be obtained by contacting the FAA information contact listed above. Comments and suggestions may be mailed to the same address.

Public Scoping Meeting

To facilitate receipt of comments, two scoping meetings will be held on Wednesday, June 17, 1998. A resource agency meeting will be held from 1:00 p.m. to 3:00 p.m. at the Cleveland Convention Center, 500 Lakeside (Room 212A), Cleveland, Ohio 44114. A public workshop and scoping meeting will be held from 5:00 p.m. to 8:00 p.m. at the Cleveland Convention Center, 500 Lakeside (Room 212B), Cleveland, Ohio 44114, to solicit comments and input from the general public on the environmental analysis process. If you plan on attending the resource agency meeting, please contact Mr. Ernest Gubry. Written comments and recommendations may be sent to Mr. Gubry's office at the above noted address prior to June 30, 1998.

Issued in Des Plaines, Illinois, on May 4, 1998.

Benito De Leon,

Manager, Planning/Programming Branch, FAA, Great Lakes Region.

[FR Doc. 98-12441 Filed 5-8-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3803]

Decision That Nonconforming 1993 Audi 100 Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1993 Audi 100 passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1993 Audi 100 passenger cars 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 vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 1993 Audi 100), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective May 11, 1998.

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) petitioned NHTSA to decide whether 1993 Audi 100 passenger cars are eligible for importation into the United States. NHTSA published notice of the petition under Docket No. NHTSA 98-3453 on February 18, 1998 (63 FR 8252) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Volkswagen of America, Inc. ("Volkswagen"), the United States representative of Audi AG, the vehicle's

manufacturer. In this comment, Volkswagen disputed J.K.'s claim that the non-U.S. certified 1993 Audi 100 complies with the Bumper Standard found in 49 CFR Part 581. Volkswagen also contended that the vehicle is only equipped with a driver's side air bag, and lacks a knee bolster on the driver's side that is necessary to meet the unbelted test requirements of Standard No. 208, *Occupant Crash Protection*. Volkswagen additionally observed that the vehicle is not equipped with a passenger side air bag or knee bolster, which it asserts are necessary for compliance with Standard No. 208.

Volkswagen also stated that the U.S. certified version of the 1993 Audi 100 has been designated a high theft line vehicle under the Theft Prevention Standard at 49 CFR Part 541. Volkswagen contended that the U.S. certified 1993 Audi 100 received an exemption from the parts marking requirements of the standard on the basis that it is equipped with an anti-theft system which differs from the system found on the non-U.S. certified version of the vehicle. As a consequence, Volkswagen asserted that the non-U.S. certified 1993 Audi 100 would have to be modified prior to importation so that it is equipped with the same anti-theft system as that found on its U.S. certified counterpart.

NHTSA accorded J.K. an opportunity to respond to Volkswagen's comment. In its response, J.K. stated that all vehicles imported under the petition will be inspected to ensure that those manufactured on or after September 1, 1993 are equipped with dual air bags. Additionally, J.K. stated that knee bolsters will be installed on vehicles that lack these components to achieve compliance with Standard No. 208.

With respect to the Theft Prevention Standard compliance issue raised by Volkswagen, J.K. asserted that all cars produced after 1987 that it has imported for use in the United States are marked in the required locations regardless of whether they have been designated as a high theft line or are equipped with an alarm system. J.K. also stated that a U.S. model anti-theft alarm system will be installed, where necessary, prior to the importation of any vehicles to be imported under the petition.

NHTSA believes that J.K.'s response adequately addresses the comments that Volkswagen has made regarding the petition. NHTSA further notes that the modifications described by J.K., which have been performed with relative ease on thousands of motor vehicles imported over the years, would not preclude non-U.S. certified 1993 Audi 100 passenger cars from being found

"capable of being readily altered to comply with applicable motor vehicle safety standards." Accordingly, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-244 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1993 Audi 100 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1993 Audi 100 Quattro passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: May 6, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 98-12438 Filed 5-8-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3806]

Notice of Receipt of Petition for Decision That Nonconforming 1995 Ferrari 456 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1995 Ferrari 456 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 1995 Ferrari 456 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 June 10, 1998.

ADDRESS: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 10 am to 5 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 1995 Ferrari 456 passenger cars are eligible for importation into the United States. The vehicle which J.K. believes is substantially similar is the 1995 Ferrari 456 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.