

Fees, or Commissions in Connection with the sale of Defense Articles or Services.

Frequency: Annually.

Form Number: OMB #1405-0025.

Respondents: Exporters of Defense Articles or Services.

Estimated Number of Respondents: 4,500.

Average House Per Response: 8 hours.

Total Estimated Burden: 96,000 hours.

Public comments are being solicited to permit the agency to—

- Evaluate whether the proposed information collection is necessary for the proper performance of the agency functions.
- Evaluate the accuracy of the agency's estimate of the burden of the proposed collection.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including through the use of automated collection techniques or other forms of technology.

FOR ADDITIONAL INFORMATION: Comments regarding the collection listed in this notice or requests for copies of the proposed collection and supporting documents should be directed to Charles S. Cunningham, Directives Management Branch, U.S. Department of State, Washington, DC 20520, (202) 647-0596.

Dated: April 30, 1998.

Andrew J. Winter,

Deputy Chief Information Officer.

[FR Doc. 98-12500 Filed 5-11-98; 8:45 am]

BILLING CODE 4710-25-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Monterey Peninsula Airport, Monterey, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Monterey Peninsula Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part

158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before June 11, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261 or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Susan Kovalenko, Manager, Support Services, Monterey Peninsula Airport District, at the following address: 200 Fred Kane Drive, Suite 200, Monterey, CA 93940.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Monterey Peninsula Airport District under section 158.23 of Part 158

FOR FURTHER INFORMATION CONTACT: Marlys Vandervelde, Airports Program Specialist, Airports District Office, 831 Mitten Road, Room 210, Burlingame CA 94010-1303, Telephone: (650) 876-2806. The application may be reviewed in person at this same location..

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Monterey Peninsula Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). On April 9, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Monterey Peninsula Airport District was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 14, 1998.

The following is a brief overview of application number 98-04-C-00-MRY.

Level of proposed PFC: 3.00

Proposed charge effective date: June 1, 2000.

Proposed charge expiration date: February 1, 2001.

Total estimated PFC revenue: \$510,159.

Brief description of proposed projects: Slurry Seal Aircraft Pavement at Monterey Peninsula Airport Southeast T-Hangars and Slurry Seal Fred Kane Drive; Extend Fire Protection Water Main on Northside of Airport; Airfield Lighting Improvements; Extend Old Northside Storm Drain to Detention

Pond; Airfield Generator Fuel System; Install Halotron in Aircraft Rescue Firefighting Vehicle; Concrete Repair/Sealant at South Side Ramp; Holding Apron for Taxiway "A" at West End; Realign Portion of Sky Park Drive; Reconstruct/Realign Southeast Entrance; Slurry Seal Taxiway "B," Slurry Seal General Utility Runway 10L/28R and Taxiways; Extend 12" Water Main to Old North Side; Paving of Blast Pad at Holding Area 10R; Terminal Automatic Door Replacement; Terminal Roof Replacement Phase 1; Noise Exposure Map Update; and Relocation of Power Pole Line at Sky Park Drive.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: unscheduled/intermittent Part 135 air taxis.

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, 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 Monterey Peninsula Airport District.

Issued in Hawthorne, California, on April 22, 1998.

Hermane C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 98-12585 Filed 5-11-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Orange County, FL, Notice of Intent

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Orange County, Florida.

FOR FURTHER INFORMATION CONTACT: Mr. Mark D. Bartlett, Programs Operation Engineer, Federal Highway Administration, 227 N. Bronough Street, Room 2015, Tallahassee, Florida 32301, Telephone (904) 942-9598.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation, will prepare an EIS for a proposal to improve and extend SR 438 (John Young Parkway) from SR 50 (W. Colonial Drive) to SR 424 (Edgewater Drive) at SR 434 (Forest City Road), a distance of approximately 4.2 miles (6.7 km). The proposed improvement will complete

the link between Kissimmee and Maitland. This arterial will provide an alternative to I-4 traffic through Orlando, and will also alleviate traffic congestion on the existing local connecting streets of Lee Road, Carder Road, US 441, All American Boulevard, and Edgewater Drive that now must carry continuing northbound traffic to Forest City Road.

Alternatives under consideration are: (1) "No Build", or no improvements within the corridor beyond what is now committed; (2) Improvement of existing roadway facilities including transportation management system (TSM) within the corridor and; (3) New alignment: six-laning and extension of John Young Parkway from SR 50 to Forest City Road.

In the EIS, the FHWA and local agencies will evaluate all environmental impacts of the project, including socio-economic impact, cultural impact, and public recreational facility impact to the roadway corridor and surrounding communities, natural impacts to the wildlife and vegetation, and physical impacts to land use aesthetics, noise levels, and air and water quality of the area. Impacts to floodplain and Outstanding Florida Waters, wetlands and endangered or threatened species, wildlife corridors and critical habitat will be evaluated. The presence of contaminated properties or potential contamination will be evaluated. Impacts will be evaluated for both short term and long term duration and mitigation of any impacts will be studied. Storm water volume and quality management will be a major design consideration. Meeting the local transportation needs, both personal and mass transit, and public service needs of the area communities are goals of the study.

Letters with description of the proposed project soliciting comments will be sent to appropriate Federal, State, and local agencies, as well as private groups and citizens that have expressed interest in this proposal. Public notice will be issued for a series of public meetings and hearings to be held in Orange County and the City of Orlando between April, 1998 and March, 1999, where the Draft EIS will be available to the agencies and public for review and discussion. A formal scoping meeting is planned at the project site during 1998. Comments on the proposal from all interested parties are solicited and should be directed to the FHWA contact person listed above.

(Catalog of Federal 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)

J.R. Skinner,

Division Administrator, Tallahassee.

[FR Doc. 98-12561 Filed 5-11-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3812; Notice 1]

Bug Motors, Inc.; Receipt of Application for Temporary Exemption From Two Federal Motor Vehicle Safety Standards

Bug Motors, Inc., which has its principal place of operations in Long Beach, California, ("Bug") has applied for a temporary exemption of three years from two Federal motor vehicle safety standards as described below. The basis of the application is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with each of the standards.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

In June 1997, California granted a year's license as a "Vehicle Remanufacturer" to Looking Glass Replicas of Long Beach, of which Kenneth Scheiler was the sole proprietor. Mr. Scheiler changed this business entity into "Bug Motors, Inc." in December 1997, a corporation of which he is the sole shareholder and president. Therefore, Bug has not manufactured any vehicles in the 12-month period preceding the filing of its Application, nor can it file financial information for the three fiscal years called for by the regulation. Upon incorporation, its assets were stated as \$224,600. Mr. Scheiler has been engaged in refurbishing used Volkswagen Beetles, and would now like to produce "new and improved replicas" of the car. Bug intends to buy certain vehicle components from Volkswagen-Mexico, import them into the United States, and assemble Volkswagen "Beetles" to be sold under the name "the Bug." Specifically, Bug will buy and import new chasses, axles, and bodies including interior components. The Bug will be equipped with a refurbished 1973 engine and "a rebuilt speedometer (converted from Kilometers to Miles). Under California law, the Bug will be

titled as a "1998 Remanufactured Vehicle," but is considered "used" rather than "new." NHTSA reviewed the intended *modus operandi* with the applicant's attorney and concurred with Bug's decision that, under these facts, the Bug should be treated under Federal law as a newly manufactured passenger car which is required to comply with all applicable Federal motor vehicle safety standards.

In addition to the conventional Beetle two-door sedan, Bug will offer two convertible models. One is a sedan modified to have an electric-powered fabric roof that opens along the roof rails. The other is a fully convertible car with a manually-operated top, the familiar Beetle convertible. Bug's Application includes a list of the applicable Federal motor vehicle safety standards, indicating the compliance status of the Bug with respect to each. Representation is made that the Bug complies (e.g., Standard No. 104) or complies with a minor exception which will be modified in production (e.g., addition of a brake warning light, Standard No. 105). However, the Bug will not comply with Standard No. 208 and Standard No. 214.

Specifically, under Standard No. 208, the Bug will be equipped with a three-point restraint system, but "the warning system, including audio and visual aids" will only "be available within one year after production commences, and most likely within 6 months." Bug says that it "has been working with vendors to adapt a Dual Inflatable Restraint System to the Bug," but it anticipates that an entire three-year period will be required for the system to be developed and implemented.

With respect to Standard No. 214, Bug states that it "has been attempting to identify vendors and parts for the installation of door beams for the Bug" and that it "is uncertain as to what, if any, engineering will have to be performed to document compliance." It hopes to achieve compliance within a three-year period.

In support of its hardship argument, Bug informs NHTSA that it would be put out of business if the Application is not granted, as its subsidiary business of refurbishing Beetles is not sufficient to carry it alone. In addition, its national distributor would lose its entire investment in start-up costs, estimated to exceed \$100,000.

An exemption would be in the public interest as it will allow Bug to increase its workforce from seven to 35 people within a year, drawn from "a significant number of minorities, including Hispanics, Asians, and African-Americans." The availability of the Bug