

101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On May 6, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 1, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: December 1, 1998.

Proposed charge expiration date: July 1, 2006.

Total estimated PFC revenue: \$958,587.

PFC application number: 98-03-C-00-SJT.

Brief description of proposed projects:

Projects To Impose and Use PFC's

Reconstruct Portion of Taxiway A, PFC Application, Airport Lighting Upgrades, Ramp/Runway Sweeper, Install REIL on Runway 18 and PAPI on Runway 3, Renovate/Expand Terminal Building, and Relocate ARFF Facility

Proposed class or classes of air carriers to be exempted from collecting PFC's: FAR Part 135 charter operators who operate aircraft with a seating capacity of less than 10 passengers.

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 office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at San Angelo Municipal Airport.

Issued in Fort Worth, Texas on May 6, 1998.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 98-13090 Filed 5-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Notice of Strategic Plan Public Meeting Agenda

SUMMARY: This notice provides the agenda for a public meeting being held

by the National Highway Traffic Safety Administration (NHTSA) for a discussion of safety issues and proposed strategies to comprise an updated agency strategic plan. The objective of the meeting is to receive comments and information from interested organizations and the general public.

DATES AND TIMES: As previously announced by NHTSA in the **Federal Register** on April 2, 1998, concerning availability of the NHTSA Draft Strategic Plan for public comment [Reference Docket No. 98-NHTSA-98-3651; Notice 1], NHTSA will hold a one-day public meeting devoted primarily to obtaining comments and information related to traffic safety issues and proposed program strategies from interested organizations and individuals as well as the general public on June 9, 1998, beginning at 8:30 a.m. and ending at approximately 5:00 p.m.

ADDRESSES: The public meeting will be held at the U.S. Department of Transportation, Nassif Building, 400 Seventh Street, SW., Room 2230, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: This notice provides a summary of the agenda for the public meeting to be held on June 9, 1998. The purpose of this meeting is to enable NHTSA to obtain views on safety problems and policies that will influence strategic planning being conducted by the agency, and information on potential program strategies that NHTSA should consider in designing and adopting a strategic plan to guide traffic safety initiatives as the agency enters the new millennium. The agency's intention to hold this public meeting was first announced on April 2, 1998 (63 FR 16291). For additional information about the draft plan and the reasons for the meeting, please consult that announcement.

Starting at 8:30 a.m. and concluding by 5:00 p.m., NHTSA's Administrator and Associate Administrators will provide a brief overview of key components of the Draft Strategic Plan as an introduction to the morning and afternoon sessions of the meeting, followed by roundtable discussions moderated by agency program managers for the purpose of examining major safety areas and obtaining views on effective strategies, as depicted in the following meeting agenda:

Opening Remarks by Administrator
Overview of Strategic Plan
Vehicle Safety—Issues and Strategies:

Introduction to vehicle safety,
consumer information,
enforcement, research initiatives
and crash/injury information

Discussions:

- Vehicle crashworthiness
- Biomechanics research
- Innovative data (CIREN, CODES)
- Vehicle crash avoidance (including heavy truck program)
- Intelligent Transportation Systems (ITS)
- National data systems (FARS, NASS, GES)
- Consumer information on vehicle safety
- Enforcement program activities.

Break for Lunch

Agency Customer Service—Issues and Strategies:

- Outreach, program training, products for customers, safety data quality, customer diversity, continuous improvement

Behavioral Safety—Issues and Strategies:

- Introduction to highway safety issues, technical assistance, research, product/services delivery, partnerships and information needs

Discussions:

- Safety belts, child safety, outreach/education
- Pedestrian, bicycles, motorcycle, school bus safety
- Injury & health, EMS/trauma, health data
- Safe Communities, grant programs, state/local delivery
- Alcohol, other drugs, teenager drinking, repeat offenders
- Police enforcement, speeding, aggressive driving
- Older/younger drivers, driver education, licensing, NDR
- ONEDOT: Overall intermodal safety, roadway safety (FHWA), driver fatigue, commercial carriers, rail-highway safety (FRA).

Conclusion

NHTSA has based its decisions about the agenda on the goal of affording an opportunity for safety community and public comment on the most important elements of the agency's proposed strategic approach to improving traffic safety. Familiarity with the Draft Strategic Plan will facilitate participation. As NHTSA announced in the **Federal Register** notice of April 2, 1998, copies of the Draft Strategic Plan may be obtained by writing to: NHTSA Office of Plans and Policy, Strategic Planning Division, 400 Seventh Street, S.W., Room 5208, Washington, D.C. 20590. Copies of the plan are also available on the NHTSA Home Page [<http://www.nhtsa.dot.gov>]. Public comments on the draft plan are available for review (please refer to the April 2, 1998, notice for details on how to access the official docket via the Internet).

FOR FURTHER INFORMATION CONTACT: For details on the Draft Strategic Plan or the public meeting, please contact Joseph Cameron (202-366-2579), Elza Chapa (202-366-0014) or Louise Davis (202-366-1574), NHTSA Office of Plans and Policy. FAX number: 202-366-2559.

Issued: May 12, 1998.

William H. Walsh,

*Associate Administrator for Plans and Policy,
National Highway Traffic Safety
Administration.*

[FR Doc. 98-13155 Filed 5-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3822]

Notice of Receipt of Petition for Decision That Nonconforming 1996- 1998 BMW Z3 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic
Safety Administration, DOT.

ACTION: Notice of receipt of petition for
decision that nonconforming 1996-1998
BMW Z3 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 1996-1998 BMW Z3
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 June 17, 1998.

ADDRESSES: 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**.

Champagne Imports of Lansdale,
Pennsylvania ("Champagne")
(Registered Importer 90-009) has
petitioned NHTSA to decide whether
1996-1998 BMW Z3 passenger cars are
eligible for importation into the United
States. The vehicles which Champagne
believes are substantially similar are
1996-1998 BMW Z3 passenger cars that
were manufactured for importation into,
and sale in, the United States and
certified by their manufacturer,
Bayerische Motoren Werke, A.G., as
conforming to all applicable Federal
motor vehicle safety standards.

The petitioner claims that it carefully
compared non-U.S. certified 1996-1998
BMW Z3 passenger cars to their U.S.
certified counterparts, and found the
vehicles to be substantially similar with
respect to compliance with most Federal
motor vehicle safety standards.

Champagne submitted information
with its petition intended to
demonstrate that non-U.S. certified
1996-1998 BMW Z3 passenger cars, as
originally manufactured, conform to
many Federal motor vehicle safety
standards in the same manner as their
U.S. certified counterparts, or are
capable of being readily altered to
conform to those standards.

Specifically, the petitioner claims that
non-U.S. certified 1996-1998 BMW Z3
passenger cars are identical to their U.S.
certified counterparts 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*, 109 *New
Pneumatic Tires*, 113 *Hood Latch
Systems*, 116 *Brake Fluid*, 124
Accelerator Control Systems, 201
Occupant Protection in Interior Impact,
202 *Head Restraints*, 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*, 212 *Windshield Retention*,
216 *Roof Crush Resistance*, 219
Windshield Zone Intrusion, and 302
Flammability of Interior Materials.

Additionally, the petitioner states that
non-U.S. certified 1996-1998 BMW Z3
passenger cars comply with the Bumper
Standard found in 49 CFR Part 581 and
with the Theft Prevention Standard
found in 49 CFR Part 541.

Petitioner also contends that the
vehicles are capable of being readily
altered to meet the following standards,
in the manner indicated:

Standard No. 101 *Controls and
Displays*: (a) substitution of a lens
marked "Brake" for a lens with a
noncomplying symbol on the brake
failure indicator lamp; (b) installation of
a seat belt warning lamp that displays
the appropriate symbol; (c) recalibration
of the speedometer/odometer from
kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective
Devices and Associated Equipment*: (a)
installation of U.S.-model headlamp
assemblies that incorporate headlamps
with DOT markings; (b) installation of
U.S.-model front and rear sidemarker/
reflector assemblies; (c) installation of
U.S.-model taillamp assemblies.

Standard No. 110 *Tire Selection and
Rims*: installation of a tire information
placard.

Standard No. 111 *Rearview Mirror*:
replacement of the passenger side
rearview mirror with a U.S.-model
component.

Standard No. 114 *Theft Protection*:
installation of a warning buzzer
microswitch in the steering lock
assembly and a warning buzzer.

Standard No. 118 *Power Window
Systems*: rewiring of the power window
system so that the window transport is
inoperative when the ignition is
switched off.

Standard No. 208 *Occupant Crash
Protection*: (a) installation of a U.S.-
model seat belt in the driver's position,
or a belt webbing-actuated microswitch
inside the driver's seat belt retractor; (b)