

Reconstruction of taxiway Bravo.
Reconstruction of taxiway Echo.

Decision date: June 26, 1998.

For Further Information Contact:
Lorna Sandridge, Central Region
Airports Division, (816) 426-4730.

Public Agency: Metropolitan
Knoxville Airport Authority, Knoxville,
Tennessee.

Application Number: 98-06-C-00-
TYS.

Application Type: Impose and use a
PFC.

PFC Level: \$3.00.

*Total PFC Revenue Approved in This
Decision:* \$57,921,122.

Earliest Charge Effective Date: May 1,
1999.

Estimated Charge Expiration Date:
July 1, 2021.

*Class of Air Carriers Not Required To
Collect PFC's:* Nonscheduled, whole-
plane charter operators by air taxi/
commercial operators filing FAA Form
1800-31.

Determination: Approved. Based on
information contained in the public
agency's application, the FAA has

determined that the proposed class
accounted for less than 1 percent of the
total annual enplanements at McGhee
Tyson Airport.

*Brief Description of Projects Approved
for Collection and Use:* Terminal
construction/rehabilitation.

Decision Date: June 26, 1998.

For Further Information Contact: Jerry
Bowers, Memphis Airports District
Office, (901) 544-3495.

Public Agency: Tri-State Airport
Authority, Huntington, West Virginia.

Application Number: 98-03-C-00-
HTS.

Application Type: Impose and use a
PFC.

PFC Level: \$3.00.

*Total PFC Revenue Approved in This
Decision:* \$365,138.

Earliest Charge Effective Date:
February 1, 1999.

Estimated Charge Expiration Date:
March 1, 2001.

*Class of Air Carriers Not Required To
Collect PFC's:* (1) Unscheduled Part 135
charter operators for hire to the general
public; and (2) unscheduled Part 121

charter operators for hire to the general
public.

Determination: Approved. Based on
information contained in the public
agency's application, the FAA has
determined that the proposed class
accounted for less than 1 percent of the
total annual enplanements at Tri-State
Airport.

*Brief Description of Projects Approved
for Collection and Use:*

Prepare PFC application number 3.
Design and construct SRE building.
Purchase aircraft de-icing truck.
Purchase four-wheel drive pickup with
snowplow.

Acquire security vehicle.

Acquire self propelled access lift.

Drainage/de-icing study and drainage
rehabilitation.

Reseal and rehabilitate airline ramp.

Decision Date: June 26, 1998.

For Further Information Contact:
Elonza Turner, Beckley Airports Field
Office, (304) 252-6216.

Amendments to PFC Approvals

Amendment No. city, state	Amendment approved date	Original Approved net PFC revenue	Amended Approved Net PFC revenue	Original esti- mated charge exp. date	Amended esti- mated charge exp. date
94-02-C-03-DAY, Dayton, OH	06/16/98	\$58,377,638	\$45,742,740	04/01/11	01/01/10
94-02-C-02-SUX, Sioux City, IA	06/22/98	2,242,569	1,895,024	06/01/06	12/01/01
94-01-C-02-ISP, Islip, NY	06/29/98	19,418,406	21,290,023	01/01/06	04/01/10

Issued in Washington, DC, on July 15,
1998.

Eric Gabler,

Manager, Passenger Facility Charge Branch.
[FR Doc. 98-19296 Filed 7-17-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition, DP98-004

AGENCY: National Highway Traffic
Safety Administration (NHTSA), United
States Department of Transportation.

ACTION: Denial of petition for a defect
investigation.

SUMMARY: This notice sets forth the
reasons for the denial of a petition
submitted to NHTSA under 49 U.S.C.
30162, requesting that the agency
commence a proceeding to determine
the existence of a defect related to motor
vehicle safety. The petition is
hereinafter identified as DP98-004.

FOR FURTHER INFORMATION CONTACT: Dr.
George Chiang, Office of Defects

Investigation (ODI), NHTSA, 400
Seventh Street, SW, Washington, DC
20590. Telephone: (202) 366-5206.

SUPPLEMENTARY INFORMATION: Mr.
Edward J. Lucas of Richardson, Texas,
submitted a petition dated May 4, 1998,
requesting that an investigation be
initiated to determine whether Model
Year (MY) 1995 Ford Windstar
minivans contain a defect related to
motor vehicle safety within the meaning
of 49 U.S.C. Chapter 301. The petition
alleges that MY 1995 Ford Windstars
have a defective automatic transmission
that can fail, creating a safety hazard. In
support of his petition, the petitioner
included not only a description of the
problems he experienced with his
vehicle, but also a printout of
transmission complaints registered by
other Windstar owners on one Internet
website.

MY 1995 Ford Windstars equipped
with an AX4S automatic transaxle are
the subject vehicles. The transaxle
combines a torque converter, fully
automatic 4-speed transmission, final
drive gearing, and differential into a
front wheel drive system.

A review of agency data files,
including information reported to

NHTSA's Auto Safety Hotline by
consumers, indicated that aside from
the petition, there were 27 reports
concerning failure or malfunction of the
transmission in the subject vehicles.
These reports address issues of
inadvertent downshifting, transmission
gear slippage, difficult shifting, noise,
and economic/quality problems. There
were no reports of injuries or crashes
resulting from these transmission
failures. These reports appear to be
similar in nature to those Internet
complaints included with the petition.

It appears that the failure or
malfunction of the transmission on the
subject vehicles primarily resulted from
a cracked forward drive clutch
aluminum piston inside the transaxle
assembly. Ford Motor Company (Ford)
addressed this issue in Technical
Service Bulletin (TSB) No. 94-24-7.

The forward clutch piston may crack
on its outside diameter, seal groove or
bottom. The crack allows transmission
fluid to leak through the crack, causing
slippage in forward drive and disability
of forward drive.

When the transmission is hot, the
transmission fluid viscosity becomes
low. When the clutch piston is cracked

at a high temperature inside the transaxle, it can lead to faster transmission fluid leaks through the crack. At the same time, the hydraulic pressure decreases until the clutch begins to slip. At worst, the hydraulic pressure in the transmission could drop to a level that could not hold the forward drive clutch engaged, causing no forward drive. Ford was aware of the cracking piston problem, as shown by TSB No. 94-24-7, and replaced the aluminum piston with a steel one for 1996 and later model Windstars.

The petitioner alleged that the cracked piston is a safety hazard because it can disable forward drive function of the transmission and cause sudden loss of drive and subsequent unexpected engagement of the transmission.

Loss of forward drive function due to the cracked piston is not a sudden occurrence. Many transmission slippages will occur prior to the loss of forward drive. Further, this type of clutch disengagement is generally temporary. If the temperature inside transmission drops and the hydraulic pressure in the transmission increased, the forward drive clutch may engage again. The clutch re-engagement is noticeable to the driver, who is able to control the vehicle.

The agency has analyzed the available information concerning the problem alleged in the petition. Based on the information obtained from the evaluation of the ODI complaints and analysis of potential failure modes of the transmission, NHTSA believes that cracking of the forward clutch piston on the subject transaxle does not constitute a safety hazard within the meaning of Chapter 301.

For the reasons presented above, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect in the subject vehicles at the conclusion of the investigation requested in the petition. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.50 and 501.8.

Issued on: July 9, 1998.

Kenneth N. Weinstein,

Associate Administrator for Safety Assurance.

[FR Doc. 98-19152 Filed 7-17-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-4074]

Decision That Nonconforming 1998 Mercedes-Benz Gelaendewagen Type 463 Multi-Purpose Passenger Vehicles Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1998 Mercedes-Benz Gelaendewagen Type 463 multi-purpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1998 Mercedes-Benz Gelaendewagen Type 463 MPVs not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

DATES: The decision is effective as of July 20, 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) (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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act, 15 U.S.C. 1397(c)(3)(A)(i)(II)) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle

safety standards based on destructive test data or such other evidence as NHTSA decides to be adequate.

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 determination in the **Federal Register**.

Europa International, Inc. of Santa Fe, New Mexico (Registered Importer No. R-91-002) petitioned NHTSA to decide whether 1998 Mercedes-Benz Gelaendewagen Type 463 MPVs are eligible for importation into the United States. NHTSA published notice of the petition on May 15, 1998 (63 FR 27118) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final determination must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VCP-16 is the vehicle eligibility number assigned to vehicles admissible under this determination.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1998 Mercedes-Benz Gelaendewagen Type 463 MPVs are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: July 15, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 98-19249 Filed 7-17-98; 8:45 am]

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