

the Portfolios necessitated by the Transaction.

5. The Adviser will, and will cause the Sub-Advisers to, take all appropriate steps so that the scope and quality of the advisory and other services provided to the Portfolios during the Interim Period will be at least equivalent, in the judgment of each Board, including a majority of the Independent Board Members, to the scope and quality of service previously provided. If personnel providing material services during the Interim Period change materially, the Adviser will apprise and consult with the appropriate Board to assure that the Board, including a majority of the Independent Board Members, are satisfied that the services provided will not be diminished in scope or quality.

For the SEC, by the Division of Investment Management, under delegated authority.

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 98-31442 Filed 11-24-98; 8:45 am]

BILLING CODE 8010-01-M

## SOCIAL SECURITY ADMINISTRATION

### Agency Information Collection Activities: Proposed Collection Requests

This notice lists information collection packages that will require submission to the Office of Management and Budget (OMB), in compliance with P.L. 104-13 effective October 1, 1995. The Paperwork Reduction Act of 1995. The information collection listed below is a proposed new collection requiring OMB approval:

Authorization to Obtain Earnings Data from the Social Security Administration—0960-NEW. SSA collects this information when a wage earner or a third party requests detailed earnings information pertaining to the wage earner from the Social Security Administration. The information provided on form SSA-581 is used by SSA to verify the authorization to access earnings record data and to produce an itemized statement for release to the third party named on the form. The information is provided by the wage earner and/or the third party.

*Number of Respondents:* 60,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 2 minutes.

*Estimated Annual Burden:* 2,000 hours.

Written comments and recommendations regarding the information collection(s) should be sent

within 60 days from the date of this publication, directly to the SSA Reports Clearance Officer at the following address: Social Security Administration, DCFAM, Attn: Frederick W. Brickenkamp, 6401 Security Blvd., 1-A-21 Operations Bldg., Baltimore, MD 21235.

In addition to your comments on the accuracy of the agency's burden estimate, we are soliciting comments on the need for the information; its practical utility; ways to enhance its quality, utility and clarity; and on ways to minimize burden on respondents, including the use of automated collection techniques or other forms of information technology.

To receive a copy of any of the forms, call the SSA Reports Clearance Officer on (410) 965-4145 or write to him at the address listed above.

Dated: November 18, 1998.

**Frederick W. Brickenkamp,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 98-31429 Filed 11-24-98; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA, Inc.; Government/Industry Free Flight Steering Committee

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for an RTCA Government/Industry Free Flight Steering Committee meeting to be held December 10, 1998, starting at 1:00 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591, in the Bessie Coleman Conference Center, Room 2AB.

The agenda will include: (1) Welcome and Opening Remarks; (2) Review Summary of the Previous Meeting; (3) FAA Report on (a) Controller Pilot Data Link Communications Human Factors Roadmap and (b) Safe Flight 21; (4) Report and Recommendations from the Free Flight Select Committee; (5) Progress Report on the GPS/WAAS Sole Means Risk Assessment; (6) Other Business; (7) Date and Location of Next Meeting; (8) Closing Remarks.

Attendance is open to the interested public but limited to space availability. With the approval of the co-chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA, Inc., at (202) 833-9339 (phone), (202)

833-9434 (facsimile), or dclarke@rtca.org (e-mail). Members of the public may present a written statement at any time.

Issued in Washington, DC, on November 17, 1998.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 98-31533 Filed 11-24-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Hearing To Receive Public Comments Concerning the Implementation of the Noise Abatement Measures at the Indianapolis International Airport

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Public Hearing.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a Public Hearing will be held concerning the environmental impact of implementing the Noise Abatement Measures described in the Draft Supplemental Environmental Impact Statement (DSEIS) for Indianapolis International Airport. This hearing is being held pursuant to the requirements of the National Environmental Policy Act of 1969 (Pub. L. 91-190) and other laws as applicable.

**DATES:** January 5, 1999, 5:00 p.m.-8:00 p.m.

**ADDRESSES:** Holiday Inn Select—Airport, 2501 S. High School Road, Indianapolis, IN.

**POINT OF CONTACT:** Mr. Wally Welter, Environmental Specialist, FAA Great Lakes Region, Air Traffic Division, AGL-520.V, 2300 East Devon Avenue, Des Plaines, IL 60018.

**SUPPLEMENTARY INFORMATION:** A Draft Supplemental Environmental Impact Statement (DSEIS) has been prepared and will be available for public review and comment. This document will be available 30 days prior to the hearing at the following locations:

(1) Federal Aviation Administration, Air Traffic Division Office, 2300 East Devon Avenue, Des Plaines, IL 60018,

(2) Indianapolis Airport Authority, South High School Road, Indianapolis International Airport, Indianapolis, IN,

(3) Decatur Township Branch Library, 5301 Kentucky Avenue, Indianapolis, IN 46241,

(4) Marion County Public Library, 40 East St. Clair, Indianapolis, IN 46204,

(5) Mooresville Public Library, 220 W. Harrison Street, Mooresville, IN 46158,  
(6) Plainfield Public Library, 1120 Stafford Road, Plainfield, IN 46208,  
(7) Wayne Township Branch Library, 198 South Girls School Road, Indianapolis, IN 46214.

The purpose of the hearing is to consider the social, economic, and environmental effects of the proposed actions. During the hearing the public will be given an opportunity to present oral and/or written comments for the public record. Additionally, prior to January 8, 1999, written comments may be addressed to Mr. Wally Welter, Environmental Specialist, FAA Great Lakes Region, Air Traffic Division, AGL-520.V, Des Plaines, IL 60018.

Issued in Des Plaines, Illinois, on November 18, 1998.

**David B. Johnson,**

*Assistant Manager, Air Traffic Division.*

[FR Doc. 98-31532 Filed 11-24-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-4774]

#### Decision That Nonconforming 1994-1996 Volkswagen Jetta Passenger Cars are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1994-1996 Volkswagen Jetta passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1994-1996 Volkswagen Jetta 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 1994-1996 Volkswagen Jetta), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of November 25, 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**.

G&K Automotive Conversion, Inc. of Santa Ana, California ("G.K.") (Registered Importer 90-007) petitioned NHTSA to decide whether 1993-1997 Volkswagen Jetta passenger cars manufactured in Mexico for the Mexican market are eligible for importation into the United States. NHTSA published notice of the petition under Docket No. NHTSA 97-3290 on January 12, 1998 (63 FR 1880) 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 Volkswagenwerke, A.G., the vehicle's manufacturer. In this comment, Volkswagen contended that G&K's description of the modifications that would be necessary to conform the vehicle to applicable standards is incomplete in a number of significant respects.

Specifically, with respect to Standard No. 109, *New Pneumatic Tires*, Volkswagen contended that non-U.S. certified 1993-1997 Volkswagen Jettas may be equipped with tires that have insufficient load ratings once the vehicle is modified through the addition of air bag systems, side impact

protection, and other required safety related components.

With respect to Standard Nos. 203 *Impact Protection for the Driver from the Steering Control System* and 208 *Occupant Crash Protection*, Volkswagen noted that the 1993 model U.S. certified Jetta is equipped with automatic seat belts and that all 1994 and later model year versions of the vehicle are equipped with driver's and passenger's side air bags. Volkswagen contended that it is not possible to install air bag systems in non-U.S. certified 1993 Jettas, and that automatic seat belts must therefore be installed in those vehicles using anchorages that conform to all of the requirements of Standard No. 210, *Seat Belt Assembly Anchorages*. Additionally, Volkswagen observed that in order to comply with the unbelted test requirement of Standard Nos. 208, all U.S. certified 1994-1997 Jettas are equipped with knee bar restraints in the instrument panel which are not present on non-U.S. certified versions of the vehicle. Volkswagen noted that the petitioner did not cite the need for the installation of this equipment. Volkswagen also noted that it began to use pretensioners in the seat belts for the front seating positions of U.S. certified Jettas during the 1994 model year, and that the petitioner failed to identify the need to install pretensioner equipped seat belts to conform non-U.S. certified versions of the vehicle to Standard No. 208. Additionally, Volkswagen observed that the seat belts on U.S. certified 1996 Volkswagen Jettas are equipped with convertible locking retractors in order to meet the child restraint lockability requirements of S7.1.1.5 of Standard No. 208. The company asserted that the seat belts in the front and rear outboard seating positions of non-U.S. certified 1996 Jettas would have to be changed if they are not equipped with the same retractors.

Volkswagen disputed the petitioner's contention that non-U.S. certified 1993-1997 Jettas meet Standard No. 214 *Side Impact Protection* in the same manner as their U.S. certified counterparts. The company asserted that beginning with the 1995 model year, it installed additional padding and structural reinforcements in U.S. certified versions of the vehicle to comply with the dynamic side impact requirements of the standard.

Volkswagen further observed that beginning with the 1994 model year, the Jetta was classified as a high theft line vehicle under the Theft Prevention Standard at 49 CFR Part 541. The company noted that in order to obtain an exemption from the parts marking