

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose only, impose and use, and use only, the revenue from a PFC at Seattle-Tacoma International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before April 17, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250; Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Gina Marie Lindsey, Director, Aviation Division, at the following address; Port of Seattle, P.O. Box 68727, Seattle, WA 98168.

Air carriers and foreign air carriers may submit copies of written comments previously provided to Seattle-Tacoma International Airport under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Mary Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250; Renton, WA 98055-4056. 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 98-04-C-00-SEA to impose only, impose and use, and use only, the revenue from a PFC at Seattle-Tacoma International Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On March 11, 1998, the FAA determined that the application to impose only, impose and use, and use only, the revenue from a PFC submitted by the Port of Seattle, Seattle, Washington, 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 June 9, 1998.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* June 8, 1998.

*Proposed charge expiration date:* January 1, 2023.

*Total estimated net PFC revenue:* 1,086,966,000.

*Brief description of proposed projects:* Use Only Projects: Regional ARFF Training Facility (AP4-1); Runway 16L-16R Safety Area Improvements (AP4-2); Passenger Conveyance System (AP4-3); Impose and Use Projects: Third Runway (AP4-4); Concourse "A" Expansion project, (AP4-5); Access Roadway Improvements Impose Only Projects: (AP4-6); Security System Upgrade (AP4-7); Noise Remedy Program (AP4-8); Airfield Pavement and Infrastructure Improvements (AP4-9); Terminal Infrastructure Upgrades (AP4-10).

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* None.

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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Seattle-Tacoma International Airport.

Issued in Renton, Washington on March 11, 1998.

**George K. Saito,**

*Acting Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

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BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3593]

#### Decision That Nonconforming 1996 Audi Avant Quattro Passenger Cars Are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1996 Audi Avant Quattro passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1996 Audi Avant Quattro 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 1996 Audi A6 Quattro), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of March 18, 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**.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) petitioned NHTSA to decide whether 1996 Audi Avant Quattro passenger cars are eligible for importation into the United States. NHTSA published notice of the petition under Docket No. NHTSA 97-3157 on December 1, 1997 (62 FR 63600) 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 Champagne's claim that the 1996 Audi Avant Quattro complies with the Bumper Standard found in 49 CFR Part 581. Volkswagen asserted that the bumpers and their supporting structure on the 1996 Audi Avant Quattro do not conform to the standard. In order to achieve conformance, Volkswagen contended that the vehicle's frame rails must be modified, metallic impact absorbers must be added, and the bumper components must be changed.

Additionally, Volkswagen stated that the 1996 Audi A6 Quattro has been designated a high theft line vehicle under the Theft Prevention Standard at 49 CFR Part 541. Volkswagen contended that the 1996 Audi A6 Quattro 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 1966 Audi Avant Quattro. As a consequence, Volkswagen asserted that the 1966 Audi Avant Quattro would have to be modified prior to importation so that it is equipped with the same anti-theft system as that found on the 1966 Audi A6 Quattro.

NHTSA accorded Champagne an opportunity to respond to Volkswagen's comment. In its response, Champagne stated that it compared the part numbers for the bumpers and associated structural components on the 1966 Audi Avant Quattro to those on the 1966 Audi A6 Quattro, and found them to be all identical with the exception of those for the impact absorbers. As a consequence, Champagne stated that it would replace any impact absorbers that do not have identical part numbers to those found on the 1966 Audi A6 Quattro. Champagne additionally asserted that it is not necessary to make any frame rail modifications, to perform structural welding, or to make any other component changes to conform the 1966 Audi Avant Quattro to the Bumper Standard. With respect to the Theft Prevention Standard issue raised by Volkswagen, Champagne stated that all 1996 Audi Avant Quattros will be modified prior to importation so that they conform to the standard in a manner that is identical or substantially similar to that of the 1966 Audi A6 Quattro.

NHTSA believes that Champagne's response adequately addresses the comments that Volkswagen has made regarding the petition. NHTSA further notes that those comments raise no issues regarding the capability of the vehicle to comply with the Federal 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-238 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 1996 Audi Avant Quattro passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1996 Audi A6 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: March 13, 1998.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 98-6994 Filed 3-17-98; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Research and Special Program Administration

##### Office of Hazardous Materials Safety; Notice of Applications for Exemptions

**AGENCY:** Research and Special Programs Administration, DOT.

**ACTION:** List of applicants for exemptions.

**SUMMARY:** In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

**DATES:** Comments must be received on or before April 17, 1998.

**ADDRESS COMMENTS TO:** Dockets Unit, Research and Special Programs Administration, Room 8421, DHM-30, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

**FOR FURTHER INFORMATION:** Copies of the application (See Docket Number) are available for inspection at the New Docket Management Facility, PL-401, at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW, Washington, DC 20590.

This notice of receipt of applications for new exemptions is published in accordance with Part 107 of the Hazardous Materials Transportations Act (49 U.S.C. 1806; 49 CFR 1.53(e)).

Issued in Washington, DC, on March 12, 1998.

**J. Suzanne Hedgepeth,**

*Director, Office of Hazardous Materials, Exemptions and Approvals.*

#### NEW EXEMPTIONS

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
12044-N	RSPA-98-3612	Reagent Chemical & Research, Inc., Houston, TX.	49 CFR 179.3 .....	To authorize the transportation in commerce of DOT 111A100W5 tank cars that exceed the authorized load capacity for use in transporting hydrochloric acid, Class 8. (mode 2)