

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., 10th floor, Mac Cracken Room, Washington, D.C. 20591, telephone 202-267-7622.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 11), notice is hereby given of a meeting of the Aviation Security Advisory Committee to be held April 23, 1998, at the Federal Aviation Administration, 800 Independence Avenue, SW., 10th floor, Mac Cracken Room, Washington, D.C. The agenda for the meeting will include: Vulnerability Assessments; Reports from Working Groups on Cargo, Public Education, Consultation, Employee Recognition and Utilization, Airport Categorization, and Universal Access System; and Progress of Civil Aviation Security Initiatives. The April 23, 1998, meeting is open to the public but attendance is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person. Members of the public are welcome to present written material to the committee at any time. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone 202-267-7622.

Issued in Washington, D.C., on April 1, 1998.

Cathal L. Flynn,

Associate Administrator for Civil Aviation Security.

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meeting will take place on Thursday, May 14, 1998, from 8:00 a.m. To 1:30 p.m. in Room 2230 of the Department of Transportation's Headquarters building at 400 Seventh Street, SW, in Washington, DC. This will be the twenty-seventh meeting of the COMSTAC.

The agenda for the meeting will include reports from the COMSTAC Working Groups; a legislative update on Congressional activities involving commercial space transportation; an activities report from FAA's Acting Associate Administrator for Commercial Space Transportation (formerly the Office of Commercial Space Transportation [60 FR 62762, December 7, 1995]); and other related topics. The meeting is open to the public; however, space is limited.

Meetings of the Technology and Innovation, Risk Management, and Launch Operations and Support Working Groups will be held on Wednesday, May 13, 1998. For specific information concerning the times and locations of these meetings, contact the Contact Person listed below.

Individuals who plan to attend and need special assistance, such as sign interpretation or other reasonable accommodations, should inform the Contact Person listed below in advance of the meeting.

FOR FURTHER INFORMATION, CONTACT:

Brenda Parker (AST-200), Office of the Associate Administrator for Commercial Space Transportation (AST), 800 Independence Avenue SW, Room 331, Washington, DC 20591, telephone (202) 267-8308.

Dated: April 1, 1998.

Patricia G. Smith,

Acting Associate Administrator for Commercial Space Transportation.

[FR Doc. 98-9077 Filed 4-6-98; 8:45 am]

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DATES AND LOCATIONS: The NOPWG will meet April 14 beginning at 10:00 a.m., in conference rooms in the Doubletree Southeast Hotel, 13696 E. Iliff Place, Denver, Colorado, telephone: (303) 337-2800. The starting time for the meeting on April 15 will be announced at the April 14 meeting.

FOR FURTHER INFORMATION CONTACT:

Carla Mattix, Office of the Solicitor, U.S. Department of the Interior, 1849 C St., NW, Washington, DC 20240, telephone: (202) 208-7959, or Linda Williams, Office of Rulemaking, Federal Aviation Administration, 800 Independence Ave., Washington, DC 20591, telephone: (202) 267-9685.

SUPPLEMENTARY INFORMATION:

Background

By notice in the **Federal Register** on May 22, 1997, the NPS and FAA announced the establishment of the NPOWG. The working group was established to recommend a notice of proposed rulemaking which would define the process to reduce or prevent the adverse effects of commercial sightseeing flights over the National Parks where deemed necessary. The working group held sessions from May through October, 1997. In December 1997, the NPOWG presented its concept paper to the NPS' Advisory Board and the FAA's Aviation Rulemaking Advisory Committee (ARAC). Both the ARAC and the Advisory Board approved the concept paper.

Following the approval of the concept paper, the NPOWG agreed to work with the NPS and FAA to develop a complete NPRM. The purpose of the meeting in Denver is to review a draft NPRM, which the agencies have provided to the NPOWG, and to complete work on that draft.

Meeting Protocol

The April 14-15 meeting will be open to the public. In keeping with the organizational protocols developed by the working group, the following rules apply: Only working group members (or their alternates when filling in for a member) will be seated at the negotiating table. Only they will be speaking from the floor during the negotiations without working group approval. However, any member may call upon another individual to elaborate on a relevant point, and the NPS and FAA advisors to the working group have the full right to the floor and may raise and address appropriate points. Any other person attending working group meetings may address the working group if time permits and may file statements with the working group for its consideration.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Advisory Committee—Open Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee Open Meeting.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of National Parks Overflights Working Group Meeting

ACTION: Notice of meeting.

SUMMARY: The National Park Service (NPS) and Federal Aviation Administration (FAA) announce that a meeting of the National Parks Overflights Working Group (NPOWG) will take place on April 14-15 in Denver, Colorado. This meeting will be open to the public. This notice serves to inform the public of the meeting dates for the working group.

When completed, the NPRM will be published in the **Federal Register** for public comment. In addition, both agencies envision that public meetings will be held following that publication.

Issued in Washington, DC on April 2, 1998.

Joseph A. Hawkins,

Director of Rulemaking.

[FR Doc. 98-9113 Filed 4-3-98; 9:29 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3674]

Notice of Receipt of Petition for Decision that Nonconforming 1995-1997 BMW 5 Series Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1995-1997 BMW 5 Series 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 1995-1997 BMW 5 Series 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 May 7, 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 a.m. to 5 p.m.]

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**.

J.K. Motors of Kingsville, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1995-1997 BMW 5 Series passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are 1995-1997 BMW 5 Series passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Bayerische Motoren Werk, A.G., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1995-1997 BMW 5 Series 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.

J.K. submitted information with its petition intended to demonstrate that non-U.S. certified 1995-1997 BMW 5 Series 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 1995-1997 BMW 5 Series 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*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

The petitioner states that non-U.S. certified 1995-1997 BMW 5 Series passenger cars comply with the Bumper Standard found in 49 CFR Part 581.

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*: replacement of the single unit modular instrument cluster with a U.S.-model component that incorporates a different speedometer and all required markings.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamps and front sidemarker lights; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarker lights; (c) installation of U.S.-model high mounted stop light on all models that are not so equipped.

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 or inscription of the required warning statement on models equipped with equivalent mirrors.

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*: installation of a relay in 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 seat belt warning buzzer, wired to the seat belt latch; (b) installation of U.S.-model driver's and passenger's side air bags, knee bolsters, control units, sensors, and seat belts on models that are not so equipped. The petitioner states that the vehicles are equipped with combination lap and shoulder belts at all front and rear outboard seating positions that are self tensioning and released by means of a single red push button.