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Issued in Washington, DC, on May 7, 2008.

Susan J. M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. E8-10555 Filed 5-13-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Approval of Finding of No Significant Impact (FONSI) on a Short Form Environmental Assessment (EA); Quad City International Airport; Moline, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Approval of Documents.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public of the approval of a Finding of No Significant Impact (FONSI) on an Environmental Assessment for proposed Federal actions at Quad City International Airport, Moline, Illinois. The FONSI specifies that the proposed federal actions and local development projects are consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act of 1969 and will not significantly affect the quality of the environment.

A description of the proposed Federal actions is: (a) To issue an environmental finding to allow approval of the Airport Layout Plan (ALP) for the development items listed below.

The items in the local airport development project are to: Construct hangar, apron, connecting taxiways, entrance road, auto parking lot, fuel farm and dispenser, extend utilities and relocate the Automated Surface Observing System (ASOS), all including necessary lighting, grading and drainage.

Copies of the environmental decision and the Short Form EA are available for public information review during regular business hours at the following locations:

1. Quad City International Airport, 2200 69th Avenue, Moline, IL 61265.
2. Division of Aeronautics-Illinois Department of Transportation, One Langhorne Bond Drive, Capital Airport, Springfield, IL 62707.
3. Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 320, Des Plaines, Illinois 60018.

FOR FURTHER INFORMATION CONTACT:

Amy B. Hanson, Environmental Protection Specialist, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Ms. Hanson can be contacted at (847) 294-7354 (voice), (847) 294-7046 (facsimile) or by e-mail at amy.hanson@faa.gov.

Issued in Des Plaines, Illinois, on April 30, 2008.

Mia Ratcliff,

Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. E8-10434 Filed 5-13-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Request for Public Comment, Elkins Randolph County Airport, Elkins, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: The Federal Aviation Administration is requesting public comment on the proposed release of 5.67 acres of land currently owned by the Elkins Randolph County Airport, Elkins, West Virginia. The parcel is located at Chenoweth Creek; Beverly District, Elkins, West Virginia. The property is undeveloped and is not needed for aeronautical purposes. Once released, the land will be exchanged for 5.67 acres of land situated within the approach of Runway 23. This property is to be exchanged to facilitate Runway Protection Zone requirements. The airport land being released is not needed for airport development as shown on the Airport Layout Plan. Fair Market Value of the land has been established for the land exchange between the Elkins Randolph Airport and the aforementioned property.

DATES: Comments must be received on or before June 13, 2008.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Connie Boley-Lilly, Program Specialist, Federal Aviation Administration, Beckley Airports Field Office, 176 Airport Circle, Room 101, Beaver, West Virginia 25813.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Joe Biola, President of the Elkins Randolph County Airport Authority, Elkins Randolph County Airport at the following address:

Joe Biola, President, Elkins Randolph County Airport Authority, Elkins Randolph County Airport, Rt. 1, Box 271-1, Elkins, West Virginia 26241.

FOR FURTHER INFORMATION CONTACT:

Connie Boley-Lilly, Program Specialist, Beckley Airport Field Office, (304) 252-6216 ext. 125, FAX (304) 253-8028.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation investment and Reform Act for the 21st Century, Public Law 10-181 (April 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Beckley, West Virginia on April 29, 2008.

Matthew P. DiGiulian,

Manager, Beckley Airport Field Office, Eastern Region.

[FR Doc. E8-10428 Filed 5-13-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD 2006-25549]

Availability of a Finding of No Significant Impact

AGENCY: Department of Transportation, Maritime Administration.

ACTION: Notice of the availability of a Finding of No Significant Impact

SUMMARY: The purpose of this Notice is to make available to the public the Finding of No Significant Impact (FONSI) derived from the Environmental Assessment (EA) regarding the Decommissioning of the Nuclear Ship *Savannah*.

The objective of this Project is to consider the available decommissioning options for the Nuclear Regulatory Commission (NRC) licensed nuclear facilities onboard the N.S. *Savannah*.

FOR FURTHER INFORMATION CONTACT:

Erhard W. Koehler, Manager, N.S. Savannah Programs, Office of Ship Disposal Programs, U.S. Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; telephone (202) 366-2631, fax (202) 366-3954; e-mail Erhard.koehler@dot.gov or savannah@dot.gov

SUPPLEMENTARY INFORMATION:

NRC regulations at 10 CFR 50.82(a)(3) require decommissioning and license termination of nuclear power reactors within 60 years of permanent cessation of operations. For the N.S. Savannah, the effective end date for license termination occurs in 2031. The Maritime Administration completed an EA that studied potential environmental effects associated with three alternatives for decommissioning of the NRC-licensed nuclear power plant onboard the N.S. Savannah. The EA considered potential effects to the natural and human environment including: air quality; water quality; geology and soils; coastal resources; terrestrial resources; aquatic resources; navigation; hazardous materials; cultural and historic resources; visual and aesthetic resources; and other topics associated with the proposed action. The FONSI is based on the analysis presented in the Nuclear Ship Savannah Decommissioning EA.

Copies of the FONSI and the EA will be made available for review upon request. Requests may be forwarded by e-mail to savannah@dot.gov. The FONSI and EA may be viewed online at <http://www.regulations.gov>.

Authority: 49 CFR 1.66.

By Order of the Maritime Administrator.

Dated: May 7, 2008.

Christine Gurland,

Secretary, Maritime Administration.

[FR Doc. E8-10683 Filed 5-13-08; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2008-0088; Notice 1]

Ford Motor Company, Receipt of Petition for Decision of Inconsequential Noncompliance

Ford Motor Company (Ford), on behalf of Jaguar and Land Rover, has determined that certain motor vehicles seat belt assemblies sold during the period 1981 through 2008 for certain model year 1981 through 2008 Jaguar

and Land Rover make vehicles, did not fully comply with paragraphs S4.1(k) and S4.1(l) of 49 CFR 571.209 Federal Motor Vehicle Safety Standards (FMVSS) No. 209 *Seat Belt Assemblies*. Ford has filed an appropriate report pursuant to 49 CFR Part 573, *Defect and Noncompliance Responsibility and Reports*.

Pursuant to 49 U.S.C. 30118(d) and 30120(h) (see implementing rule at 49 CFR part 556), Ford has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Ford's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

Affected are an undetermined number of model year 1981 through 2008 Jaguar and Land Rover make passenger cars and multi-purpose vehicles. Ford stated that because these seat belt assemblies are supplied as replacement parts they can be used for non-warranty purposes, and therefore it is unable to ascertain into which individual vehicles these parts may have been installed. The model years that are affected are:

2001-2008 Model Year Jaguar X-Type
1999-2008 Model Year Jaguar S-Type
1982-2008 Model Year Jaguar XJ
1997-2008 Model year Jaguar XK
1981-1996 Model Year Jaguar XJS
2002-2005 Model Year Land Rover Freelander
2008 Model Year Land Rover LR2
1993-1997 Model Year Land Rover Defender
1994-1999 Model Year Land Rover Discovery Series I
1999-2004 Model Year Land Rover Discovery Series II
2005-2008 Model Year Land Rover LR3
1987-2008 Model Year Land Rover Range Rover
2006-2008 Model Year Land Rover Range Rover Sport

Paragraphs S4.1(k) and S4.1(l) of FMVSS No. 209 require:

(k) Installation instructions. A seat belt assembly, other than a seat belt assembly installed in a motor vehicle by an automobile manufacturer, shall be accompanied by an instruction sheet providing sufficient information for installing the assembly in a motor vehicle. The installation instructions shall state whether the assembly is for universal installation or for installation only in specifically stated motor vehicles, and shall include at least those items specified in SAE Recommended Practice J800c, "Motor Vehicle Seat Belt Installations," November 1973. If the assembly is for use only in specifically stated motor vehicles, the assembly shall either be permanently and legibly marked or labeled with the following

statement, or the instruction sheet shall include the following statement:

This seat belt assembly is for use only in [insert specific seating position(s), e.g., "front right"] in [insert specific vehicle make(s) and model(s)].

(l) Usage and maintenance instructions. A seat belt assembly or retractor shall be accompanied by written instructions for the proper use of the assembly, stressing particularly the importance of wearing the assembly snugly and properly located on the body, and on the maintenance of the assembly and periodic inspection of all components. The instructions shall show the proper manner of threading webbing in the hardware of seat belt assemblies in which the webbing is not permanently fastened. Instructions for a nonlocking retractor shall include a caution that the webbing must be fully extended from the retractor during use of the seat belt assembly unless the retractor is attached to the free end of webbing which is not subjected to any tension during restraint of an occupant by the assembly. Instructions for Type 2a shoulder belt shall include a warning that the shoulder belt is not to be used without a lap belt.

Ford explains that the subject seat belt assemblies were sold in the United States and federalized territories without the installation, usage, and maintenance instructions required by paragraphs in S4.1(k) and S4.1(l) of FMVSS 209.

Ford makes the argument that the service seat belt assemblies in question are only made available to Jaguar and Land Rover authorized dealerships for their use or subsequent resale and that the Jaguar and Land Rover parts ordering process used by its dealers clearly identifies the correct service part required by model year, model, and seating position. By way of example, Ford further explains that an order for a driver's-side front buckle assembly for a 2002 model year Range Rover would be filled by the components specifically designed to be installed in that particular position in that specific vehicle. Furthermore, Ford states that Jaguar's and Land Rover's service seat belt assemblies are designed to be installed properly only in their intended application.

Ford additionally states that technicians at Jaguar and Land Rover dealerships that replace seat belts have access to the installation instruction information available in workshop manuals. Installers other than Jaguar and Land Rover dealership technicians also have seat belt installation information available because most workshop manual information, including seat belt replacement information, is made available to the general public on the Jaguar and Land Rover Global Technical Reference (GTR) Web sites.