

Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 7, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the County of Emmet 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 May 22, 1996.

The following is a brief overview of the application.

PFC Application No.: 96-03-U-00-PLN;

Level of the PFC: \$3.00;

Actual charge effective date: March 1, 1993;

Estimated charge expiration date: January 31, 1998;

Total approved net PFC revenue: \$177,717.00; and

Brief description of proposed project(s): Rehabilitate Taxiway A; Rehabilitate medium intensity runway lighting (MIRL) for Runway 5/23; Purchase snow removal equipment (SRE).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs; air taxis and charters.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the County of Emmet.

Issued in Des Plaines, Illinois, on February 14, 1995.

Benito DeLeon,

Manager, Planning/Programming Branch,
Airports Division, Great Lakes Region.

[FR Doc. 96-3975 Filed 2-21-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-27; Notice 2]

Decision That Nonconforming 1994 Volvo 945 GL Wagons Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1994 Volvo 945 GL Wagons are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1994 Volvo 945 GL Wagons 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 a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the 1994 Volvo 940 GL Wagon), and they are capable of being readily altered to conform to the standards.

DATE: This decision is effective as of the date of its publication in the Federal Register (February 22, 1996).

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) 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.

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 (Registered Importer No. R-90-009) petitioned NHTSA to decide whether 1994 Volvo 945 GL Wagon passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on May 1, 1995 (60 FR 21235) to afford an opportunity for public comment. As stated in the notice, the vehicle which

Champagne believes is substantially similar is the 1994 Volvo 940 GL Wagon. Champagne submitted information indicating that the 1994 Volvo 940 GL Wagon was certified as conforming to all applicable Federal motor vehicle safety standards and offered for sale in the United States.

Champagne submitted information with its petition intended to demonstrate that the 1994 Volvo 945 GL Wagon, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as the 1994 Volvo 940 GL Wagon, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claimed that the 1994 Volvo 945 GL Wagon is identical to the 1994 Volvo 940 GL Wagon with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 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*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner stated that the 1994 Volvo 940 GL Wagon complies with the Bumper Standard found in 49 CFR part 581.

Petitioner also contended that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) Substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) installation of a seat belt warning lamp; (c) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.—model headlamp assemblies which incorporate sealed beam headlamps; (b) installation of U.S.—model front and rear sidemarkers/reflector assemblies; (c) installation of U.S.—model taillamp assemblies; (d) installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 111 *Rearview Mirrors*: Replacement of the passenger side rear view mirror, which is convex, but lacks the required warning statement.

Standard No. 114 *Theft Protection*: Installation of a buzzer microswitch in the steering lock assembly, and a warning buzzer.

Standard No. 115 *Vehicle Identification Number*: Installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 118 *Power Window Systems*: Rewiring of 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 U.S.-model seat belt in the driver's position, or a belt webbing-actuated microswitch inside the driver's seat retractor; (b) installation of an ignition switch-actuated seat belt warning lamp and buzzer; (c) installation of a U.S.-model driver's side air bag and knee bolster. The petitioner stated that the vehicle is also equipped in both front seating positions with combination lap and shoulder belts that adjust by means of an automatic retractor and release by means of a single push button. The petitioner further stated that the vehicle is equipped at each rear outboard seating position with a lap and shoulder belt and with a lap belt at the rear center seating position.

Standard No. 214 *Side Impact Protection*: Installation of reinforcing beams.

Standard No. 301 *Fuel System Integrity*: Installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

One comment was received in response to the notice of the petition, from Volvo Cars of North America, Inc., ("Volvo"), the United States representative of the vehicle's manufacturer, Volvo Car Corporation of Gothenburg, Sweden. In its comment, Volvo stated that in addition to the noncompliances noted by the petitioner, the 1994 Volvo 945 GL Wagon is equipped with a parking brake indicator light and an anti-lock brake system malfunction light that do not comply with Standard No. 101. Volvo also stated that it does not manufacture sealed beam headlamps for 1994 Volvo 945 GL Wagon that would comply with Standard No. 108, or know of such equipment being manufactured by any

other company, and that none of the vehicle's external lamps comply with the standard. Volvo further stated that the vehicle's driver side rearview mirror does not comply with Standard No. 111, that it lacks a key-interlock system that would comply with Standard No. 114, and that it is neither equipped with U.S.-model bumpers nor been tested for compliance with the Bumper Standard, 49 CFR part 581.

Volvo's last comment was that the 1994 Volvo 945 GL Wagon is not equipped with a passenger side air bag and knee bolster, as found on the U.S. certified 1994 Volvo 945 GL Wagon. Volvo contends that these components are part of a "complex and sensitive system which is integrated into the vehicle," and that it is not possible to retrofit such a system "while still assuring system reliability." As a consequence, Volvo contends that the 1994 Volvo 945 GL Wagon is not capable of being readily altered to conform to the Federal motor vehicle safety standards.

NHTSA accorded Champagne an opportunity to respond to Volvo's comments. In its response, Champagne stated that it will install U.S.-model brake indicator and an anti-lock brake system malfunction lights to address the concerns that Volvo raised regarding compliance with Standard No. 101. Champagne further stated that it will replace the headlights on the 1994 Volvo 945 GL Wagon with U.S.-model components to assure compliance with Standard No. 108, and that its petition already addressed all other issues regarding this standard that were raised by Volvo. Champagne stated that it will replace the driver side rearview mirror with a U.S. model component to assure compliance with Standard No. 111. Champagne contended that its petition already addressed the Standard No. 114 compliance issue raised by Volvo. Champagne further contended that the bumper system on the 1994 Volvo 945 GL Wagon, consisting of an outer cover, a reinforcement bar, and impact absorbers.

In response to the Standard No. 208 compliance issue raised by Volvo, Champagne stated that it will install a passenger side air bag and related components in the 1994 Volvo 945 GL Wagon. These components will have the same part numbers as those found on U.S. certified 1994 Volvo 945 GL Wagon. Champagne stated that the installation of a passenger side air bag "is a straightforward procedure," and that it has the technical ability to complete the installation, and have it comply with Standard No. 208, based on Champagne's past experience in

installing this type of system on other foreign automobiles.

NHTSA has reviewed each of the issues that Volvo has raised regarding Champagne's petition. NHTSA believes that Champagne's responses adequately address each of those issues. NHTSA further notes that the modifications described by Champagne to achieve compliance with Standard Nos. 101, 108, 111, and 114 have been performed with relative ease on thousands of nonconforming vehicles imported over the years, and would not preclude the 1994 Volvo 945 GL Wagon from being found "capable of being readily modified to comply with all Federal motor vehicle safety standards." NHTSA also believes that the need to install a passenger side air bag to achieve compliance with Standard No. 208 would not preclude such a finding, given the nature of the modifications described by Champagne. However, in view of the concerns that Volvo has raised regarding this issue, NHTSA will closely monitor conformity statements to ensure that passenger side air bags are installed on imported vehicles in a manner that conforms to the requirements of Standard No. 208. NHTSA finally notes that because the Bumper Standard is not a Federal motor vehicle safety standard, issues regarding a vehicle's capability of compliance with the Bumper Standard are immaterial to a decision as to whether it is eligible for importation. Imported vehicles, of course, must nevertheless be brought into compliance with the bumper standard. NHTSA has accordingly 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-132 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1994 Volvo 945 GL Wagon not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1994 Volvo 940 GL Wagon originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and is 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: February 16, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 96-4013 Filed 2-21-96; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 96-12; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1995 Chevrolet 400 SS Pickup Trucks Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1995 Chevrolet 400 SS pickup truck manufactured for the Mexican market that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is March 25, 1996.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm].

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.

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.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("Wallace") (Registered Importer No. R-90-005) has petitioned NHTSA to decide whether 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market are eligible for importation into the United States. The vehicle which Wallace believes is substantially similar is the 1995 Chevrolet C1500. Wallace has submitted information indicating that General Motors Corporation, the company that manufactured the 1995 Chevrolet C1500, certified that vehicle as conforming to all applicable Federal motor vehicle safety standards and offered it for sale in the United States.

The petitioner contends that it carefully compared the 1995 Chevrolet 400 SS to the 1995 Chevrolet C1500, and found the two models to be substantially similar with respect to compliance with most applicable Federal motor vehicle safety standards.

Wallace submitted information with its petition intended to demonstrate that the 1995 Chevrolet 400 SS, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as the 1995 Chevrolet C1500 that was offered for sale in the United States, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1995 Chevrolet 400 SS is identical to the certified 1995 Chevrolet C1500 with respect to compliance with Standards Nos. 101 *Controls and Displays*, 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105

Hydraulic Brake Systems, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 108 *Lamps, Reflective Devices and Associated Equipment*, 109 *New Pneumatic Tires*, 111 *Rearview Mirrors*, 113 *Hood Latch Systems*, 114 *Theft Protection*, 115 *Vehicle Identification Number*, 116 *Brake Fluid*, 118 *Power Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 203 *Impact Protection for the Driver From the Steering Control System*, 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*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that the 1995 Chevrolet 400 SS complies with the Bumper Standard found in 49 CFR part 581.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 120 *Tire Selection and Rims*: installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: installation of an automatic restraint system consisting of a driver's side air bag and knee bolster. The petitioner states that the vehicle is equipped with Type 2 seat belts in both outboard seating positions.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the Federal Register pursuant to the authority indicated below.

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.