

effective protection of intellectual property rights. The criteria for designation are set forth in full in section 502 of the Trade Act of 1974, as amended (19 U.S.C. 2461 *et. seq.*).

Interested parties are invited to submit comments regarding the eligibility of Georgia for designation as a GSP beneficiary developing country. Submission of comments must be made in English in 14 copies to the Chairman of the GSP Subcommittee, Trade Policy Staff Committee, and be received in Room 518 at 600 17th Street, N.W., Washington, D.C. 20508, no later than 5 p.m. on Friday, January 30, 1998. Except for submissions granted "business confidential" status pursuant to 15 CFR 2003.6, information and comments submitted regarding Georgia will be subject to public inspection by appointment with the staff of the USTR Public Reading Room. For an appointment, please call Ms. Brenda Webb at 202/395-6186. If the document contains business confidential information, 14 copies of a nonconfidential version of the submission along with 14 copies of the confidential version must be submitted. In addition, the submission should be clearly marked "confidential" at the top and bottom of each page of the document. The version which does not contain business confidential information (the public version) should also be clearly marked at the top and bottom of each page (either "public version" or "non-confidential").

Frederick L. Montgomery,

Chairman, Trade Policy Staff Committee.

[FR Doc. 98-671 Filed 1-9-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 29113]

Procedures for Processing Petitions for Interim Compliance Waivers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: This document presents a review of the procedures and information necessary for an operator of a Stage 2 noise level airplane subject to the phaseout regulations, promulgated pursuant to the Airport Noise and Capacity Act of 1990, to submit a request for a compliance waiver. As a result of its experience preceding the first two interim Stage 2 phaseout compliance dates, December 31, 1994,

and December 31, 1996, the Federal Aviation Administration (FAA) reminds all affected operators of the procedures for applying for interim compliance waivers.

FOR FURTHER INFORMATION CONTACT: Mr. William W. Albee, Policy and Regulatory Division (AEE-300), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3553, facsimile (202) 267-5594.

SUPPLEMENTARY INFORMATION:

Background

Sections 91.865 and 91.867 of 14 CFR each require that as of December 31, 1998, an operator of Stage 2 airplanes either reduce the number of Stage 2 airplanes it operates by 75% from its base level, achieve a fleet mix of airplanes that is 75% Stage 3 airplanes, or in the case of a new entrant, achieve a fleet mix that is 75% Stage 3 airplanes. Section 91.871 allows operators to request waivers from interim compliance dates in limited circumstances. In order to facilitate compliance with the December 31, 1998, requirement, the FAA is summarizing the regulatory requirements for waiver requests from the Stage 3 transition regulations.

Filing Requests

As stated in § 91.871, applications for waivers must be filed at least 120 days prior to the compliance date from which the waiver is requested. This means that applications must be filed no later than Thursday, September 3, 1998, to ensure that they will be considered before the December 31, 1998, compliance date.

Each petition for an interim compliance waiver will be reviewed to determine whether it meets the basic criteria listed § 91.871. If the criteria are not met, the petitioner will receive a letter indicating that all of the required information has not been submitted. Petitioners will have an opportunity to submit missing information before any disposition is final.

Criteria (14 CFR 91.871)

All applications for a waiver must contain all of the following:

1. The operator's plan to achieve interim and final compliance;
2. An explanation of the operator's efforts to date to achieve compliance; and
3. Evidence or other information showing that a grant of the requested waiver is in the public interest.

In addition to the three criteria listed above, each petitioner must also explain

why compliance with the December 31, 1998, requirement would be at least one of the following:

1. Financially onerous;
2. Physically impossible;
3. Technologically infeasible; or
4. Have an adverse effect either on competition or service to small communities.

Scope of Request

Each waiver will be considered only for the airplanes operated by the petitioner on the date the petition was submitted to the FAA. Operators are expected to have submitted viable compliance plans and abided by them. The FAA's analysis of any petition will take into account the total circumstances of the operator, including all actions taken up to the date of the petition.

Publication

Upon completion of the review and determination that the petition is complete in accordance with the criteria described above, a summary of the petition will be published in the **Federal Register** for public comment for a minimum of 14 days. A docket will be opened that contains the petition, any other pertinent information, and any comments received.

Response

After the close of the comment period, the Office of Environment and Energy (AEE) will analyze each request and draft a response that contains a narrative analysis of each required element. If the results of the analysis show that the petitioner has met the criteria, AEE will prepare documentation to grant the petition for waiver. If the analysis shows that the petitioner has failed to meet the criteria, AEE will prepare documentation to deny the petition. Part of a request may also be granted at the agency's discretion, depending on the circumstances. A copy of the approval or denial document will be placed in the docket, and it will be made available for public inspection.

Length of Waiver

Any waiver granted will be for the shortest possible time as required by the circumstances presented by the petitioner and the findings of the FAA. If the petitioner cannot achieve compliance within the time frame provided in a waiver, the petitioner must submit a new petition that will be evaluated under the same criteria as the original petition. New petitions that fail to provide more information than the original will be denied.

History of Waiver Requests

Ten petitions for waiver from the 1994 compliance date were submitted; seven were denied and three were withdrawn. In 1996, four petitions were submitted; four were withdrawn. Taken as a whole, the aviation industry has made a good faith effort to comply with the interim requirements, and is on track to meet the final compliance requirement by December 31, 1999.

Issued in Washington, DC on January 5, 1998.

James D. Erickson,

Director of Environment and Energy.

[FR Doc. 98-565 Filed 1-9-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Fayetteville Municipal Airport-Drake Field, Fayetteville, Arkansas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Fayetteville Municipal Airport-Drake Field under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before February 11, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Dale Frederick, Manager of Fayetteville Municipal Airport-Drake Field, at the following address: Dale Frederick, Airport Manager, Fayetteville Municipal Airport-Drake Field, 4500 South School Ave., Suite F, Fayetteville, AR 72701.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the

Airport under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 to impose and use the revenue from a PFC at Fayetteville Municipal Airport-Drake Field under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On December 23, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 April 18, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1998.

Proposed charge expiration date: February 1, 2003.

Total estimated PFC revenue: \$2,726,590.00.

PFC application number: 98-02-C-00-FYV.

Brief description of proposed projects:

Projects to Impose and Use PFC'S

Snow Removal Equipment, ARFF Building and ARFF Truck, Terminal Area Improvements, Commercial Ramp Rehabilitation and Extension, Part 107 Access Control System, and PFC Administrative Costs.

Proposed class or classes of air carriers to be exempted from collecting PFC's:

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, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at Fayetteville Municipal Airport-Drake Field.

Issued in Fort Worth, Texas on December 23, 1997.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 98-658 Filed 1-9-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3290]

Notice of Receipt of Petition for Decision That Nonconforming 1993-1997 Volkswagen Jetta Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1993-1997 Volkswagen Jetta 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 1993-1997 Volkswagen Jetta 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 February 11, 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 am to 5 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), 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