

FEDERAL COMMUNICATIONS COMMISSION**47 CFR Part 73**

[MM Docket No. 97-200; RM-9144; RM-9313]

Radio Broadcasting Services; Ashton, ID and West Yellowstone, MT**AGENCY:** Federal Communications Commission.**ACTION:** Final rule.

SUMMARY: This document grants allotment proposals in the above-referenced proceeding, in response to a petition for rule making filed by Mountain Tower Broadcasting (Ashton, Idaho, RM-9144), as well as a counterproposal filed on behalf of Alpine Broadcasting Limited Partnership (West Yellowstone, Montana, RM-9313). Channel 243A is allotted to Ashton, Idaho, rather than Channel 224A, as proposed in the *Notice of Proposed Rule Making*, to accommodate the modification of Station KWWF(FM), to specify operation on Channel 225C at West Yellowstone, Montana. See 62 FR 49189, September 19, 1997. Coordinates used for Channel 243A at Ashton, Idaho, are 44-04-12 and 111-26-54; coordinates used for Channel 225C at West Yellowstone, Montana, are 44-33-39 and 111-26-24. With this action, the proceeding is terminated.

DATES: Effective October 5, 1998. A filing window for Channel 243A at Ashton, Idaho, will not be opened at this time. Instead, the issue of opening a filing window for Channel 243A will be addressed by the Commission in a subsequent Order.

FOR FURTHER INFORMATION CONTACT: Nancy Joyner, Mass Media Bureau, (202) 418-2180. Questions related to the application filing process should be addressed to the Audio Services Division, (202) 418-2700.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's Report and Order, MM Docket No. 97-200, adopted August 12, 1998, and released August 21, 1998. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC's Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractor, International Transcription Service, Inc., 1231 20th Street, NW., Washington, DC 20036, (202) 857-3800.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Part 73 of Title 47 of the Code of Federal Regulations is amended as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 reads as follows:

Authority: 47 U.S.C. 154, 303, 334, 336.

§ 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Idaho, is amended by adding Ashton, Channel 243A.

3. Section 73.202(b), the Table of FM Allotments under Montana, is amended by removing Channel 243A and adding Channel 225C at West Yellowstone.

Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 594**

[Docket No. NHTSA 98-3781; Notice 2]

RIN 2127-AH26

Schedule of Fees Authorized by 49 U.S.C. 30141

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

ACTION: Final rule.

SUMMARY: This document adopts fees for Fiscal Year 1999 and until further notice, as authorized by 49 U.S.C. 30141, relating to the registration of importers and the importation of motor vehicles not certified as conforming to the Federal motor vehicle safety standards (FMVSS).

NHTSA is reducing the fee for the registration of a new importer from \$501 to \$491, and increasing the fee for annual renewal of registration from \$332 to \$350. These fees include the costs of maintaining the registered importer program. The fee required to reimburse the U.S. Customs Service for bond processing costs is increased by \$0.25, from \$5.15 to \$5.40 per bond.

The fee payable for a petition seeking a determination that a nonconforming vehicle is capable of conversion to meet the FMVSS remains at \$199 if the petition claims that the nonconforming vehicle is substantially similar to conforming vehicles. With respect to vehicles that have no substantially

similar counterpart, the petition fee remains at \$721. In addition, the fee payable by the importer of each vehicle that benefits from an eligibility determination is reduced from \$134 to \$125, regardless of whether the determination is made pursuant to a petition or by NHTSA on its own initiative (this does not apply to vehicles imported from Canada admitted under VSA 80-83).

Finally, the new fee adopted in 1997 under which a registered importer must pay a processing cost of \$14 for review of each conformity package that it submits is increased to \$16. However, if the HS-7 Declaration form for the vehicle is filed electronically with the U.S. Customs Service through the Automated Broker Interface, and the Registered Importer has an e-mail address and pays by credit card, the fee is reduced to \$13 per vehicle.

DATES: The effective date of the final rule is October 1, 1998.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, Office of Safety Assurance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:**Introduction**

This notice is based upon a notice of proposed rulemaking published on June 5, 1998, and adopts the fees proposed in the notice (63 FR 30700).

On June 24, 1996, at 61 FR 32411, NHTSA published the latest in a series of notices which discussed in full the rulemaking history of 49 CFR part 594 and the fees authorized by the Imported Vehicle Safety Compliance Act of 1988, Pub. L. 100-562, since recodified as 49 U.S.C. 30141-47. The reader is referred to that notice and the June 5, 1998, notice for background information relating to this rulemaking action. The fees authorized by the statute were initially established to become effective January 31, 1990, and have been in effect and occasionally modified since then.

The fees applicable in any fiscal year are to be established before the beginning of such year. This document adopts fees that will become effective on October 1, 1998, the beginning of Fiscal Year 1999 (FY99). The statute authorizes fees to cover the costs of the importer registration program, to cover the cost of making import eligibility determinations, and to cover the cost of processing the bonds furnished to the Customs Service. NHTSA last amended the fee schedule in 1996; it has applied in FYs97-98.

As a general statement applicable to consideration of all fees, they are based