

I am not delegating hereby final decision authority, other than for dismissals arising from settlements or voluntary withdrawals; nor final authority to stay awards or contract performance.

Issued in Washington, DC, on July 29, 1998.

Nicholas G. Garaufis,
Chief Counsel.

[FR Doc. 98-24618 Filed 9-11-98; 8:45 am]

BILLING CODE 4920-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Dallas-Fort Worth International Airport, DFW Airport, TX

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 use the revenue from a PFC at Dallas-Fort Worth International Airport 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 October 14, 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. Jeffrey P. Fegan, Executive Director, of Dallas-Fort Worth International Airport at the following address: Mr. Jeffrey P. Fegan, Executive Director, Dallas-Fort Worth International Airport, PO Drawer 610428, DFW Airport, TX 75261-9428.

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 use the revenue from a PFC at Dallas-Fort Worth International Airport 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 September 1, 1998, the FAA determined that the application to 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 December 15, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Charge effective date: February 1, 1997

Proposed charge expiration date: December 1, 2001

Total estimated PFC revenue: \$517,441,547

PFC application number: 98-04-U-00-DFW

Brief description of proposed projects: Projects to Use PFC's.

5. Runway 17C Extension and Associated Development Project, and
6. Runway 18L and 18R, Extensions and Associated Development Project.

Proposed class or classes of air carriers to be exempted from collecting PFC's: All air taxi/commercial operators operating under a certificate authorizing transport of passengers for hire under FAR 135 that file FAA form 1800-31.

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 Dallas-Fort Worth International Airport.

Issued in Fort Worth, Texas on September 1, 1998.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 98-24614 Filed 9-11-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3782; Notice 2]

Laforza Automobiles, Inc.; Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

This notice grants the application by Laforza Automobiles, Inc., of Escondido, California, ("Laforza") for a temporary exemption from the automatic restraint requirements of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*, as described below. The basis of the application was that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

Notice of receipt of the application was published on May 20, 1998, and an opportunity afforded for comment (63 FR 27784).

Laforza is a Nevada corporation established in August 1997. To date it has produced no motor vehicles. It intends to purchase chassis from Magnum Industriales s.r.l., an Italian company, "where it will undergo the necessary modifications for the US market." A Ford engine, transmission, and associated emission control systems will be installed, and the end result will be a multipurpose passenger vehicle (sport utility) called the Prima 4X4. Laforza estimated that it will produce a total of 400 units between the date of the exemption and December 31, 2000. This is the date that its requested temporary exemption would expire.

Laforza seeks an exemption from S4.2.6.1.1 and S4.2.6.2 of Standard No. 208. Paragraph S4.2.6.1.1, in pertinent part, requires Laforza to provide a driver side air bag on not less than 80 percent of all Primas manufactured before September 1, 1998. Paragraph S4.2.6.2 requires all Primas manufactured on and after September 1, 1998, to be equipped with both driver and right front passenger airbags. Although the passenger side air bag is not required until September 1 of this year, "the airbag development program has to include both the passenger and driver side airbags since the development duration for a driver's side airbag would overlap the time when a passenger's side airbag will be required." Laforza continued, "If the development is not combined, many of these tests would have to be repeated with a significant increase in test and material costs."

In the first 6 months after its agreement with Magnum, Laforza spent