

101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before October 10, 2002.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Ms. Sharon/Dabion/Manager HAR-ADO, FAA, Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to David Holdsworth, Deputy Director of Administration and Finance of the Susquehanna Area Regional Airport Authority at the following address: Harrisburg International Airport, 208 Airport Drive, Middletown, Pennsylvania 17057.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Susquehanna Area Regional Airport Authority under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Lori Ledeborn/Planner, Airports District Office, 3905 Hartzdale Drive, Suite 508 Camp Hill, PA 17011, 717-730-2835. 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, and impose and use the revenue from a PFC at Harrisburg 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 23, 2002, the FAA determined that the application to use, and impose and use the revenue from a PFC submitted by Susquehanna Area Regional Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, not later than November 22, 2002.

The following is a brief overview of the application.

*PFC Application No.:* 02-04-C-00-MDT.

*Level of the proposed PFC:* \$4.50.

*Proposed charge effective date:* December 1, 2002.

*Proposed charge expiration date:* June 30, 2020.

*Total estimated PFC revenue:* \$66,334,500.

*Brief description of proposed projects:*

- Construct Parallel Taxiway,
- Taxilanes, Lighting and Related Work
- Nav aids and Runway Lighting

—Construct Terminal and Related Work

—PFC Application Development

The following approved to impose PFC revenue and is seeking authority to use PFC revenue:

—Construct Terminal Loop Road

*Class or classes of air carriers which the public agency has requested to be required to collect PFCs:* Nonscheduled/On-Demand Air Carriers.

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: Eastern Region, Airports Division, AEA-610, 1 Aviation Plaza, Jamaica, New York 11434.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Susquehanna Area Regional Airport Authority Office.

Issued in Jamaica, New York on August 30, 2002.

**Eleanor Schifflin,**

*PFC Program Manager, Eastern Region.*

[FR Doc. 02-22942 Filed 9-9-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-8677; Notice 5]

#### Public Meeting on Early Warning Reporting Procedures; Correction

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Notice; correction.

**SUMMARY:** NHTSA published a document in the *Federal Register* of August 29, 2002, concerning a public meeting to discuss the manner in which Early Warning Reporting (EWR) information will be submitted to, and retained by, the agency. That document contained an error in the **DATES** caption, *i.e.*, the day of the week for the public meeting was incorrect.

**FOR FURTHER INFORMATION CONTACT:** Julia Goldson at (202) 366-9944 or at [jgoldson@nhtsa.dot.gov](mailto:jgoldson@nhtsa.dot.gov).

#### Correction

In the *Federal Register* of August 29, 2002, in FR Doc. 02-22081, on page 55448, in the second column, correct the **DATES** caption to read:

**DATES:** The Agency's public meeting relating to EWR data submission will be held on Tuesday, September 24, 2002,

beginning at 10 a.m. in Room 2230 of the United States Department of Transportation, 400 Seventh St., SW., (NASSIF Building), Washington, DC 20590.

Issued on: September 3, 2002.

**Kenneth N. Weinstein,**

*Associate Administrator for Enforcement.*

[FR Doc. 02-22936 Filed 9-9-02; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-13219]

#### Notice of Receipt of Petition for Decision That Nonconforming 2002 Ferrari 360 Passenger Cars Manufactured Before September 1, 2002 Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 2002 Ferrari 360 passenger cars manufactured before September 1, 2002 are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2002 Ferrari 360 passenger cars manufactured before September 1, 2002 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 October 10, 2002.

**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 9 am to 5 pm].

**FOR FURTHER INFORMATION CONTACT:** Luke Loy, Office of Vehicle Safety Compliance, NHTSA (202-366-5308).

#### 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 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, 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**.

G&K Automotive Conversion, Inc. of Santa Anna, California ("G&K") (Registered Importer 90-007) has petitioned NHTSA to decide whether 2002 Ferrari 360 passenger cars manufactured before September 1, 2002 are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are 2002 Ferrari 360 passenger cars manufactured before September 1, 2002 that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 2002 Ferrari 360 passenger cars manufactured before September 1, 2002 to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

G&K submitted information with its petition intended to demonstrate that non-U.S. certified 2002 Ferrari 360 passenger cars manufactured before September 1, 2002, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 2002 Ferrari 360 passenger cars manufactured before September 1, 2002 are identical to their U.S. certified counterparts with respect

to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* \* \* \*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 135 *Passenger Car Brake Systems*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

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

Standard No. 101 *Controls and Displays*: (a) Substitution of the word "Brake" for the ECE warning symbol on the markings for the brake failure indicator lamp; (b) modification of the speedometer to read in miles per hour. The petitioner states that the instrument cluster will be modified by installing a microchip and downloading U.S.-version software information which will result in the seat belt warning symbol and other warning emblems reading appropriately in English.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.-model front and rear sidemarker assemblies; (b) modification of the tail lamp assembly wiring (by welding the circuit in the tail lamp assembly) so that the tail lamps will operate in the same manner as those on the vehicle's U.S.-certified counterpart.

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

Standard No. 111 *Rearview Mirror*: inscription of the required warning statement on the face of the passenger side rearview mirror.

Standard No. 114 *Theft Protection*: installation of a microchip in the instrument cluster and downloading of U.S.-version software information so that the vehicle complies with the standard.

Standard No. 118 *Power Window Systems*: inspection of all vehicles and installation, on vehicles that are not already so equipped, of a relay in the power window control circuit so that the window transport mechanism is inoperative when the ignition switch is in the "off" position.

Standard No. 201 *Occupant Protection in Interior Impact*: inspection of all vehicles and installation, on vehicles that are not already so equipped, of trim components that are

necessary to comply with the upper interior impact requirements of the standard.

Standard No. 208 *Occupant Crash Protection*: inspection of all vehicles and replacement of the driver's and passenger's side air bags, knee bolsters, air bag control units, and seat belts if they are not identical to the U.S.-model components. The petitioner states that the vehicles are equipped with Type 2 combination lap and shoulder belts which are identical to those installed on the U.S. certified counterpart vehicle. According to the petitioner, these seat belts are automatic, self-tensioning, and capable of being released by means of a single red push button.

Standard No. 209 *Seat Belt Assemblies*: inspection of all vehicles and replacement of the seat belt assemblies with U.S.-model components on vehicles that are not already so equipped.

Standard No. 210 *Seat Belt Assembly Anchorages*: inspection of all vehicles and replacement of the seat belt assembly anchorages and components with U.S.-model tether anchorage components on vehicles that are not already so equipped.

Standard No. 214 *Side Impact Protection*: inspection of all vehicles and installation of U.S.-model doors on vehicles that are not equipped with factory installed door beams.

Standard No. 225 *Child Restraint Anchorage Systems*: installation of U.S.-model tether anchorages.

Standard No. 301 *Fuel System Integrity*: replacement of the charcoal canister, air pump, fuel filler neck, and rollover valve with U.S.-model components, providing a sufficient connection between the fuel tank and the U.S.-model fuel filler neck.

Because the petitioner is only seeking import eligibility for 2002 Ferrari 360 passenger cars manufactured before September 1, 2002, those vehicles will not have to be conformed to the requirements of Standard No. 401 *Interior Trunk Release*.

The petitioner states that the front and rear bumpers of the vehicle will be replaced with U.S.-model components to meet the requirements of the Bumper Standard found in 49 CFR part 581.

The petitioner also states that all vehicles will be inspected prior to importation to ensure that all required anti-theft devices identical to those found on the U.S. certified counterpart vehicles are installed. Any modifications necessary to achieve compliance with the Theft Prevention Standard in 49 CFR part 541 will be made at that time.

In addition, the petitioner states that a vehicle identification number (VIN) plate must be affixed to the vehicles so that it is readable from outside the driver's windshield pillar, and a reference and certification label must be affixed to the edge of the driver's side door or to the latch post nearest the driver to meet the requirements of 49 CFR part 565.

Lastly, the petitioner states that a certification label will be affixed to the driver's side doorjamb to meet the requirements of the vehicle certification regulations in 49 CFR part 567.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. 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.

Issued on: September 5, 2002.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 02-22950 Filed 9-9-02; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-11878; Notice 2]

#### Decision That Nonconforming 2001 and 2002 Porsche GT2 Passenger Cars Are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 2001 and 2002 Porsche GT2 passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 2001 and 2002 Porsche GT2 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle

safety standards (FMVSS) are eligible for importation into the United States. The 2001 Porsche GT2 is eligible for importation because it has safety features that comply with, or are capable of being altered to comply all applicable FMVSS. The 2002 Porsche GT2 is eligible for importation because it is 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 U.S. certified version of the 2002 Porsche GT2), and it is capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of the date of its publication in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** Marilynne Jacobs, Office of Vehicle Safety Compliance, NHTSA (202-366-2832).

#### 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 FMVSS 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, 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 FMVSS.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

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**.

Northern California Diagnostic Laboratories, Inc. of Napa, California ("NCDL") (Registered Importer 92-011) petitioned NHTSA to decide whether 2002 Porsche GT2 passenger cars are eligible for importation into the United States. Shortly after NCDL's petition was filed, J.K. Technologies, L.L.C. of Baltimore, Maryland ("J.K.") (Registered Importer 90-006) separately petitioned NHTSA to decide whether 2001 and 2002 Porsche GT2 passenger cars are eligible for importation. NHTSA published notice of these petitions on April 9, 2002 (67 FR 17115) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petitions.

One comment was received in response to the notice of the petitions. This was from Porsche Cars North America, Inc. ("Porsche"), the U.S. representative of Porsche AG, the vehicles' manufacturer. In its comment, Porsche stated that it did not manufacture and certify for importation into and sale in the United States any model year 2001 Porsche 911 GT2 passenger car. Porsche stated that J.K. may have confused the 2001 Porsche 911 GT2 with the 2001 Porsche 911 Turbo, which it did offer for sale in the United States. Porsche contended that there are substantial differences between the non-U.S. certified 2001 Porsche 911 GT2 and the U.S. certified 2001 Porsche 911 Turbo that preclude those vehicles from being found to be substantially similar. Porsche submitted no comments regarding the 2002 Porsche GT2.

From its review of the information submitted by the petitioners, the agency has concluded that the 2002 Porsche GT2 is eligible for importation under 49 U.S.C. 30141(a)(1)(A) based on its substantial similarity to the U.S.-certified model and its capability of being readily altered to conform to the standards.

With regard to the 2001 model, NHTSA has considered Porsche's comments and confirmed that it did not certify a 2001 Porsche GT2 for importation into and sale in the United States. However, the factory-issued sales literature for the German versions of the 2001 and 2002 Porsche GT2 ("Der 911 GT2" Catalog Nos. WVK 178 410 D/WW 11/00 and WVK 202 310 02 D/WW 8/01) show that those vehicles have identical mechanical and dimensional specifications. In light of this circumstance, the agency has decided to grant import eligibility to the 2001 Porsche GT2 even though there is no U.S.-certified version of that vehicle.