dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before August 28, 2000.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC–200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC–200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3132.

FOR FURTHER INFORMATION CONTACT: Cherie Jack (202) 267–7271, Forest Rawls (202) 267–8033, or Vanessa Wilkins (202) 267–8029 Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR part 11).

Dated: Issued in Washington, DC, on August 2, 2000.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 29385.
Petitioner: Charity Airlift Incorporated.
Section of the FAR Affected: 14 CFR 125.1(b)(2).
Description of Relief Sought/ Disposition: To permit Charity Airlift to conduct noncommon carriage operations using a restricted-category Lockheed C–130 Hercules (C–130) aircraft carrying persons and/or cargo for compensation or hire under the provisions of part 125.

Denial, 07/31/00, Exemption No. 7280

Docket No.: 30055.
Petitioner: High Adventure Air Charters.
Section of the FAR Affected: 14 CFR 135.143(c)(2).
Description of Relief Sought/ Disposition: To permit High Adventure to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft.

Grant, 07/31/00, Exemption No. 7288

Docket No.: 29998.
Petitioner: Air Jet, Inc.
Section of the FAR Affected: 14 CFR 135.143(c)(2).
Description of Relief Sought/ Disposition: To permit Air Jet to operate certain aircraft under part 135 without a TSO–C112 (mode S) transponder installed in the aircraft.

Grant, 07/31/00, Exemption No. 7290

Docket No.: 30079.
Petitioner: Airway Flight Services, Inc.
Section of the FAR Affected: 14 CFR 135.143(c)(2).
Description of Relief Sought/ Disposition: To permit AFSI to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft.

Grant, 07/31/00, Exemption No. 7287

Docket No.: 30083.
Petitioner: St. Charles Flying Service, Inc.
Section of the FAR Affected: 14 CFR 135.143(c)(2).
Description of Relief Sought/ Disposition: To permit St. Charles to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft.

Grant, 07/31/00, Exemption No. 7289

Docket No.: 30123.
Petitioner: Condor Aero Club.
Section of the FAR Affected: 14 CFR 135.251, 135.255, 135.353, and appendixes I and J to part 121.
Description of Relief Sought/ Disposition: To permit CAC to conduct local sightseeing flights at Zelienople Municipal Airport, Zelienople, Pennsylvania, for the one-day Zelienople Horse Trading Days event in July 2000, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

Grant, 07/21/00, Exemption No. 7281

Docket No.: 29182.
Petitioner: Continental Express.
Section of the FAR Affected: 14 CFR 121.434(c)(1)(ii).
Description of Relief Sought/ Disposition: To permit Continental to substitute a qualified and authorized check airman in place of an FAA inspector to observe a qualifying pilot in command (PIC) while that PIC is performing prescribed duties during at least one flight leg that includes a takeoff and a landing when completing initial or upgrade training as specified in § 121.424.

Grant, 07/27/00, Exemption No. 6798A

[FR Doc. 00–19935 Filed 8–4–00; 8:45 am]
BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–4548; Notice 2]

Denial of Petition for Import Eligibility Decision

This notice sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. § 30141(a)(1)(A). The petition, which was submitted by G&K Automotive Conversion, Inc. of Santa Ana, California (''G&K''), a registered importer of motor vehicles, requested NHTSA to decide that certain 1989–1991 Volkswagen Golf 4-Door Sedans that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States. In the petition, G&K contended that these vehicles are eligible for importation on the basis that (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 (the U.S. certified version of the 1989–1991 Volkswagen Golf 4-Door Sedan), and (2) they are capable of being readily altered to conform to the standards.

NHTSA published a notice in the **Federal Register** on October 26, 1998 (63 FR 57158) that contained a thorough description of the petition, and solicited public comments upon it. One comment was received in response to the notice, from Volkswagen of America, Inc. (''Volkswagen''), the United States representative of Volkswagen AG, the vehicle's manufacturer. In this comment, Volkswagen contended that the vehicles that are the subject of the petition are four-wheel drive vehicles which are not substantially similar to the Golf 4-Door Sedan with four-wheel drive that was originally manufactured and certified for sale in the United States and that these vehicles are not capable of being readily altered to conform to the standards. Specifically, Volkswagen observed that the non-U.S. certified 1989–1991 Volkswagen Golf 4-Door Sedans with four-wheel drive that

are the subject of the petition are heavier than the heaviest Golf model certified for sale in the United States, have a different four wheel drive configuration, and approximately 100mm of additional ground clearance. As a consequence, Volkswagen asserted that crash testing would be required to assure that the non-U.S. certified 1989–1991 Volkswagen Golf 4-Door Sedans comply with Federal Motor Vehicle Safety Standard Nos. 203, *Impact Protection for the Driver from the Steering Control System,* 204 *Steering Control Rearward Displacement,* 208 *Occupant Crash Protection,* 212 *Windshield Mounting,* 219 *Windshield Zone Intrusion,* and 301 *Fuel System Integrity.*

Additionally, Volkswagen contended that the 1989–1991 Volkswagen Golf 4-Door Sedans produced in Germany for the European market would not comply with the Bumper Standard found at 49 CFR Part 581 because those vehicles have greater ground clearance than their U.S.-certified counterparts, and are equipped with front bumper mounted ''bull bars'' not found on U.S.-certified models. Volkswagen asserted that these features would affect the vehicles' bumper and crash test performance.

Volkswagen also observed that 1989–1991 Volkswagen Golf 4-Door Sedans produced in Germany for the European market are equipped with headlamps and signaling lamps that would not comply with Standard No. 108 *Lamps, Reflective Devices, and Associated Equipment,* and would also require modification, including the installation of a center high mounted stop lamp, to comply with that standard.

Volkswagen further stated that a passive shoulder belt system would have to be installed on the non-U.S. certified 1989–1991 Volkswagen Golf 4-Door Sedans to comply with Standard No. 208 *Occupant Crash Protection.* Volkswagen noted that the installation of such a system would require the attachment of anchorages in the tunnel area and on the front door and the attachment and welding of reinforcements to the B-pillar. Volkswagen also noted that a knee bar would have to be installed on the instrument panel for compliance with the passive restraint crash test requirements.

Volkswagen also asserted that the non-U.S. certified 1989–1991 Volkswagen Golf 4-Door Sedans would not comply with Standard No. 212 *Windshield Mounting* because only clips were used for mounting the windshield on these vehicles, as opposed to the adhesive bonding method that was employed in the U.S. certified versions. Volkswagen further observed that the non-U.S. certified 1989–1991 Volkswagen Golf 4-Door Sedans did not have the door beam structure that is necessary for compliance with Standard No. 214. Additionally, Volkswagen stated that the vehicles were manufactured with some foam seat parts that were not treated with flame resistant agents to comply with Standard No. 302.

G&K did not respond to Volkswagen's comments even though NHTSA accorded it an opportunity to do so. In light of the issues that Volkswagen has raised regarding the lack of substantial similarity between non-U.S. certified 1989–1991 Volkswagen Golf 4-Door Sedans and the U.S.-certified versions of those vehicles, NHTSA has concluded that the petitioner has failed to demonstrate that non-U.S. certified 1989–1991 Volkswagen Golf 4–Door Sedans are (1) substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115 and (2) are capable of being readily altered to comply with all applicable Federal motor vehicle safety standards. The petition must therefore be denied under 49 CFR 593.7(e).

In accordance with 49 U.S.C. § 30141(b)(1), NHTSA will not consider a new import eligibility petition covering these vehicles until at least three months from the date of this notice.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.7; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: August 2, 2000.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 00–19921 Filed 8–4–00; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2000–7710]

Notice of Receipt of Petition for Decision That Nonconforming 2001 Porsche 911 Turbo Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2001 Porsche 911 Turbo passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2001 Porsche 911 Turbo 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 September 6, 2000.

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: 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 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**.

J.K. Technologies of Baltimore, Maryland (''J.K.'') (Registered Importer 90–006) has petitioned NHTSA to decide whether 2001 Porsche 911 Turbo passenger cars are eligible for