

Background

The FAA continues to receive reports of replacement parts being offered for sales as aircraft quality and where the origin of the parts are unknown or questionable. Such parts may be advertised or presented as "unused," "like new," or "remanufactured." Purchasers of these parts may not be aware of the potential hazards involved with replacement parts for which acceptability for installation on a type-certificated product has not been established. In determining whether installation of a part conforms with all applicable regulations, the installer can establish that the part was manufactured under a production approval pursuant to part 21 of the Federal Aviation Regulations (FAR), that an originally acceptable part has been maintained in accordance with part 43 of the FAR, or that the part is otherwise acceptable for installation, e.g., has been found to conform to data approved by the FAA. This AC would address means to help the installer make the required determinations.

Issued in Washington, D.C., on July 31, 1995.

William J. White,

Deputy Director, Flight Standards Service.

[FR Doc. 95-19188 Filed 8-3-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application to Use the Revenue From a Passenger Facility Charge (PFC) at the Huntsville International Airport

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 the Huntsville 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 September 5, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA/Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Luther H.

Roberts, Jr., Director of Finance/Administration, Huntsville-Madison County Airport Authority at the following address: 1000 Glenn Hearn Blvd, Box 20008, Huntsville, AL 35824.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Huntsville-Madison County Airport Authority under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Elton E. Jay, Principal Engineer, FAA Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306, telephone number 601-965-4628. 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 the Huntsville 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 July 27, 1995, the FAA determined that the application to use the revenue from a PFC submitted by Huntsville-Madison County Airport Authority 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 November 23, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Actual charge effective date: June 1, 1992.

Estimated charge expiration date: October 31, 2008.

Total estimated net PFC revenue: \$19,125,142.

Estimated PFC revenues to be used on projects in this application: \$1,563,128.

Brief description of proposed project(s): Land acquisition (23 acres), Air cargo apron expansion, and runway 18R-36L rehabilitation.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators, certified air carriers, and certified route air carriers having fewer than 500 annual operations.

Any person may inspect the application in person at the FAA office listed above the **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents

germane to the application in person at the office of the Huntsville-Madison County Airport Authority.

Issued in Jackson, Mississippi on July 27, 1995.

Elton E. Jay,

Acting Manager, Airports District Office, Southern Region, Jackson, Mississippi.

[FR Doc. 95-19189 Filed 8-3-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application to Use the Revenue From a Passenger Facility Charge (PFC) at Philadelphia International Airport, Philadelphia, Pennsylvania

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 Philadelphia 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 September 5, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. L.W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mary Rose Loney, Director of Aviation for the City of Philadelphia at the following address: Philadelphia International Airport, Terminal E, Philadelphia, Pennsylvania 19153.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Philadelphia under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. L.W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 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 the revenue from a PFC at Philadelphia 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 July 11, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the City of Philadelphia 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, no later than October 24, 1995.

The following is a brief overview of the application. Level of the proposed PFC: \$3.00.

Proposed charge effective date: September 1, 1992.

Proposed charge expiration date: August 31, 1997.

Total estimated PFC revenue: \$116,700,000.

Brief description of proposed project: This project provides for a boat launching and storage facility on the Delaware River immediately south of the airport. This will provide water rescue capability which will greatly enhance safety at the airport.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ACTO) Filing 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 at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Philadelphia International Airport.

Issued in Jamaica, New York on July 28, 1995.

Anthony P. Spera,

Manager, Airports Division, Eastern Region.
[FR Doc. 95-19190 Filed 8-3-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-58; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1980 Sprite Musketeer Trailers Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1980

Sprite Musketeer trailers are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1980 Sprite Musketeer trailer that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because it has safety features that comply with, or are capable of being altered to comply with, all such standards.

DATES: The closing date for comments on the petition is September 5, 1995.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4 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) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), 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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. § 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act, 15 U.S.C. § 1397(c)(3)(A)(i)(II)) 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 Federal motor vehicle safety standards 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 (Registered Importer R-92-011) has petitioned NHTSA to decide whether 1980 Sprite Musketeer trailers are eligible for importation into the United States. The petitioner contends that this vehicle, which it describes as an eighteen-foot, single axle, towable trailer manufactured in England, is eligible for importation under 49 U.S.C. § 30141(a)(1)(B) because it has safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

Specifically, the petitioner claims that the 1980 Sprite Musketeer trailer complies with the following standards: Standard Nos. 106 *Brake Hoses*, 115 *Vehicle Identification Number*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 120 *Tire Selection and Rims for Motor Vehicles other than Passenger Cars*, and 121 *Air Brake Systems*.

The petitioner also contends that the vehicle is capable of being readily altered to meet Standard No. 108 *Lamps, Reflective Devices, and Associated Equipment*, through the installation of the equipment required by this standard.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW, Washington, DC 20590. 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.