

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.

**Authority:** 49 U.S.C. § 30141(a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: August 1, 1995.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 95-19279 Filed 8-3-95; 8:45 am]

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[Docket No. 95-26; Notice 2]

### Uniform Data Collection and Reporting Program

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

**ACTION:** This notice reopens the comment period on Uniform Data Collection and Reporting Program published June 20, 1995. The comment period closed on July 20, 1995.

**SUMMARY:** This notice reopens the comment period on a notice inviting comments, suggestions and recommendations from individuals and organizations with an interest in data support for highway and traffic safety problem identification and countermeasure activities. NHTSA received two requests asking that the comment period be extended because of related activity occurring in a committee conducted by the National Safety Council. NHTSA believes that a reopening of the comment period would satisfy the identified concerns of the two petitioners and allow time for those attending the Joint Conference on Traffic Records and Highway Safety Data to submit additional comments after the August conference. Comments

should address the specific questions listed in the notice and any data-related concerns applicable to the concept of a national uniform data system or to the ISTEA requirement. Accordingly, the comment period for Docket 95-26; Notice 1 is reopened so that it closes September 20, 1995.

**DATES:** The comment period for Docket 95-26; Notice 1 is reopened so that it closes September 20, 1995.

**ADDRESSES:** Written comments should refer to Docket No. 95-26; Notice 2 and should be submitted to: Docket Section, NHTSA, Room 5109, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. (Docket hours are 9:30 A.M. to 4:00 P.M.)

**FOR FURTHER INFORMATION CONTACT:**

Janet Johnson, Office of Strategic Planning and Evaluation, NPP-11, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590; telephone 202/366-2571.

**SUPPLEMENTARY INFORMATION:** NHTSA published a notice and request for comments, suggestions and recommendations from individuals and organizations with an interest in data support for highway and traffic safety problem identification and countermeasure activities. In particular, it solicited participation from the traffic safety community regarding a uniform data collection methodology and process pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA required that the Secretary establish a highway safety program for the collection and reporting

of data on traffic related deaths and injuries by the States. The comment period closed on July 20, 1995.

NHTSA received two requests that the comment period be extended for sixty (60) days. The first request, filed by Advocates for Highway and Auto Safety, asked that the comment period be extended due to the variety of topics included in the request for comments and because the National Safety Council is due to publish a committee report on traffic records and the report has not yet been completed.

The second request, filed by the National Safety Council (NSC), asked that the comment period be extended to allow for their solicitation of views from the traffic records professionals who will be attending their August meeting on analysis of highway safety data. This conference is being cosponsored by NHTSA. NSC also mentions the report that is being prepared by the committee examining traffic needs and states that it would like the opportunity to submit it to the docket as a comment to the notice.

NHTSA has carefully considered these requests and believes that reopening the comment period will be beneficial to our acquiring the maximum input from the highway safety community for use in our report to Congress.

Issued on: July 31, 1995.

**Donald C. Bischoff,**

*Associate Administrator for Plans and Policy.*

[FR Doc. 95-19280 Filed 8-3-95; 8:45 am]

BILLING CODE 4910-59-P