

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Long Island MacArthur 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).

DATES: Comments must be received on or before February 22, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA-NYADO, Mr. Philip Brito, Suite 446, 600 Old County Road, Garden City, NY 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Long Island MacArthur Airport, Mr. Alfred Werner, Airport Manager at the following address: Long Island MacArthur Airport, 100 Arrival Avenue, Ronkonkoma, New York 11779.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Town of Islip under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Dan Vornea, P.E. Airport Manager, Airports District Office, FAA-NYADO Suite 446, 600 Old County Road, Garden City, New York 11530, Telephone (416) 227-3812. 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 impose and use the revenue from a PFC at Long Island MacArthur 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 January 5, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by Town of Islip 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 April 21, 2001.

The following is a brief overview of the application.

PFC Application No.: 01-04-C-00-ISP.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 2005.

Proposed charge expiration date: August 1, 2005.

Total estimated PFC revenue: \$441,949.

Brief description of proposed projects:

1. Rehabilitation of Runway 10/28.
2. Terminal Master Plan and ALP Update.

3. Acquisition of ARFF Vehicle.

4. Acquisition of Two Airport Vacuum Sweepers.

5. Purchase One Airport Incident Command Vehicle.

6. Purchase Snow Removal Equipment.

7. Purchase Two Airport Security Vehicles.

8. Rehabilitate Taxiway "A".

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Charters that operate aircraft of a capacity of less than ten (10) passengers (nonscheduled/on-demand air carriers filling 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 airport office located at: Federal Aviation Administration, Eastern Region, Airports Division, AEA-610, 1 Aviation Plaza, Jamaica, New York 11434-4809.

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

Issued in Garden City, NY on January 9, 2001.

Philip Brito,

Manager, NYADO, Eastern Region.

[FR Doc. 01-2041 Filed 1-22-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. *et seq.*), this notice announces that the Information Collection Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget for review and comment. The ICRs describes the nature of the information collection requirements and

their expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collections of information was published on November 3, 2000 (65 FR 66294).

DATES: Comments must be submitted on or before February 22, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292) or Dian Deal, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6133). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 C.F.R. part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506; 3507; 5 C.F.R. 1320.5, 1320.8 (d)(1), 1320.12. On November 3, 2000, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 65 FR 66294. FRA received no comments in response to this notice.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507 (b)-(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); see also 60 FR 44983, Aug. 29, 1995.

Below is a brief summary of currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

Title: Special Notice For Repairs.

OMB Control Number: 2130-0504.

Abstract: The collection of information is used by state and Federal inspectors to remove freight cars or locomotives from service until they can be restored to a serviceable condition. It is also used by state and Federal inspectors to reduce the maximum authorized speed on a section of track until repairs can be made. Additionally, the collection of information provides railroads written notice that an inspector has recommended to the FRA Administrator to remove from service a section of track that is not safe to use at any speed. Railroads must return the required form after the necessary repairs have been made.

Form Number(s): FRA F 6180.8 and FRA F 6180.8a.

Affected Public: Businesses.

Respondent Universe: 685 railroads.

Frequency of Submission: On occasion.

Estimated Annual Burden: 7 hours.

Type of Request: Extension of a currently approved collection.

Title: Designation of Qualified Persons.

OMB Control Number: 2130-0511.

Abstract: The collection of information is used to prevent the unsafe movement of defective freight cars. Railroads are required to inspect the freight cars for compliance and to determine restrictions on the movement of defective cars.

Affected Public: Businesses.

Respondent Universe: 685 railroads.

Frequency of Submission: On occasion.

Estimated Annual Burden: 40 hours.

Type of Request: Extension of a currently approved collection.

Pursuant to 44 U.S.C. 3507(a) and 5 C.F.R. 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501-3520.

Issued in Washington, D.C. on January 16, 2001.

Kathy A. Weiner,

Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 01-1957 Filed 1-22-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-7173; Notice 2]

Decision That Nonconforming 1988-1990 Jaguar XJS and XJ6 Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1988-1990 Jaguar XJS and XJ6 passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1988-1990 Jaguar XJS and XJ6 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 1988-1990 Jaguar XJS and XJ6), and they are capable of being readily altered to conform to the standards.

DATE: This decision is effective January 23, 2001.

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) petitioned NHTSA to decide whether 1988-1990 Jaguar XJS and XJ6 Passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 11, 2000 (65 FR 19429) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Jaguar Cars ("Jaguar"), the U.S. representative of the manufacturer of the 1988-1990 Jaguar XJS and XJ6. In this comment, Jaguar addressed several inaccuracies that it had identified in the petition. First, Jaguar noted that the petition did not identify specific models that do not require the installation of a high mounted stop lamp to conform to Standard No. 108, *Lamps, Reflective Devices, and Associated Equipment*. Jaguar identified those as the 1990 Jaguar XJ6 and both the coupe and convertible models of the 1990 Jaguar XJS.

Jaguar next stated that the petition erroneously implied that motorized automatic safety belts had been installed on non-U.S. certified models of the 1988-1989 Jaguar XJS and the 1988-1990 Jaguar XJ6. Jaguar stated that motorized automatic safety belts were standard equipment only on vehicles built for the U.S. market and were not installed on any vehicles built for markets outside of the United States, including Canada. Jaguar stated that motorized automatic safety belts will have to be installed on non-U.S. certified models of the 1988-1989 Jaguar XJS, the 1989-1990 Jaguar XJ6, and the 1990 Jaguar XJS Coupe to conform those vehicles to Standard No. 208, *Occupant Crash Protection*.

Jaguar further stated that the petition erroneously implied that all models of the 1990 Jaguar XJS will require inspection and replacement of the driver's side air bag and knee bolster with U.S. model components where necessary. Jaguar stated that only the convertible model of this vehicle will require these measures.

Finally, Jaguar stated that the petition erroneously claimed that non-U.S. certified models of the 1988-1990 Jaguar XJS and XJ6 comply with the Bumper Standard found in 49 CFR part