

rigid life rafts that are determined by European authorities to meet EU requirements can be sold in the United States without additional testing. The agreement fully preserves the U.S. Coast Guard's authority to determine the level of safety protection it considers appropriate, and in no way lowers current U.S. marine safety requirements. The text of the US-EC Marine Equipment MRA, including the current product scope, is available on USTR's Web site at: <http://www.ustr.gov/regions/eu-med/westeur/2004-02-27-agreement-marine.pdf>.

The EEA EFTA States (*i.e.*, Norway, Iceland, and Liechtenstein) formally have requested that the United States negotiate a mutual recognition agreement (MRA) that would parallel the agreement concluded between the United States and the EC.

The Agreement on the European Economic Area (EEA) established a single market ensuring free circulation of goods, persons, capital and services among the EU Member States and the three EEA EFTA States. Norway, Iceland, and Liechtenstein, are integrated into the European Community Single Market and thereby apply the internal market legislation (*acquis communautaire*). This ensures that the EEA EFTA States and their economic operators are subject to the same rights and obligations as their counterparts in the European Community, and that a product placed on the market in accordance with the EU technical requirements freely circulates within the EEA.

An agreement between the United States and the EEA EFTA States would ensure U.S. producers of designated marine equipment direct market access to the EFTA part of the Community's Single Market. In effect, an MRA with the EEA EFTA States would extend the benefits of the US-EC marine equipment MRA to the markets of Norway, Iceland, and Liechtenstein.

In the United States, the U.S. Coast Guard administers conformity assessment requirements for marine equipment used on merchant ships, which includes lifesaving equipment, fire protection systems, and navigational equipment. The US-EC Marine Equipment MRA product scope is based on a detailed product-by-product determination of the equivalency of U.S. and EU marine equipment requirements. Only products facing identical requirements in each market are included in the initial product scope. The initial MRA product scope includes 43 products in three main categories: life saving equipment (*e.g.*, distress signals, rigid life rafts); fire

protection equipment (*e.g.*, deck coverings, flame retardant materials); and navigational equipment (*e.g.*, GPS equipment, echo-sounding equipment). The US-EC agreement also contemplates expanding the product scope in the future based on the results of international regulatory cooperation.

Public Comments: USTR invites written comments from interested persons on the desirability of negotiating an MRA with the EEA EFTA States which would parallel the US-EC Marine Equipment MRA. Comments are invited in particular on: (a) The benefits for pursuing an MRA in this sector; and (b) any specific issues regarding an MRA in this sector. All submissions must be in English and should conform to the information requirements of 15 CFR part 2003. Comments should state clearly the position taken and should describe the specific information (including data, if possible) supporting that position.

USTR strongly recommends that interested persons submit comments by electronic mail to the following e-mail address: FR0429@ustr.gov. Submissions by e-mail should include "US-EEA EFTA States Marine Equipment MRA" in the message subject line. Documents should be submitted in Word, WordPerfect, or text (.txt) files. Supporting documentation submitted as spreadsheets is acceptable in Quattro Pro or Excel format.

For any document containing business confidential information submitted electronically, the file name of the business confidential version should begin with the characters "BC-"; and the file name of the public version should begin with the character "P-". The "P-" or "BC-" should be followed by the name of the submitted information. Persons who make submissions by e-mail should not provide separate cover letters; information that might appear in a cover letter should be included in the submission itself. To the extent possible, any attachments to the submission should be included in the same file as the submission itself.

Written comments or other information submitted in connection with this request, except information granted "business confidential" status pursuant to 15 CFR 2003.6, will be available for public inspection in the USTR Reading Room, Room 3, 1724 F Street, NW., Washington, DC 20508. An appointment to review the file may be made by calling (202) 395-6186. The Reading Room is open to the public

from 10 a.m. to noon, and from 1 p.m. to 4 p.m. Monday through Friday.

Carmen Suro-Bredie,
Chair, Trade Policy Staff Committee.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Reno/Tahoe International Airport, Reno, NV

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 impose and use the revenue from a PFC at Reno/Tahoe International Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before July 16, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Christopher Horton, Manager of Finance, Airport Authority of Washoe County, at the following address: 2001 East Plumb Lane, Reno, NV 89502. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Airport Authority of Washoe County under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Joseph Rodriguez, Environmental Planning and Compliance Section Supervisor, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010, Telephone: (650) 876-2805. 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 9 PFC at Reno/Tahoe International Airport under the provisions of the 49 U.S.C.

40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 25, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport Authority of Washoe County 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 August 28, 2004.

The following is a brief overview of the impose and use application No. 04-08-C-00-RNO:

Level of proposed PFC: \$4.50.

Proposed charge effective date: December 1, 2004.

Proposed charge expiration date: January 1, 2008.

Total estimated PFC revenue: \$25,440,000.

Brief description of the proposed projects: Checked baggage screening system construction, and second floor concourse restrooms expansion. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: nonscheduled/on-demand air carriers (formerly air taxi/commercial operators) 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 Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Airport Authority of Washoe County.

Issued in Lawndale, California, on May 25, 2004.

Mia Paredes Ratcliff,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 04-13581 Filed 6-15-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-98-3430]

Reports, Forms and Recordkeeping Requirements

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

ACTION: Request for Public Comment on a Proposed Collection of Information.

SUMMARY: Before a Federal agency can collect certain information from the

public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995 (PRA), before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes a proposed collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on August 16, 2004.

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided as the "dealer notification rule." It is requested, but not required, that one (1) original plus two (2) copies of the comment be provided. The docket section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT:

Larry Long, Office of Defects Investigation, NHTSA, 400 Seventh Street, SW., Room 5319, NVS-215, Washington, DC 20590. Telephone: (202) 366-6281.

SUPPLEMENTARY INFORMATION: Under the PRA, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning the proposed collection of information. OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological

collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the amendments of the following described collection of information:

Title: Dealer Notification of Defects and Noncompliances.

Type of Request: Amendment to existing information collection adding new requirements.

OMB Control Number: 2127-0004.

Affected Public: This collection of information applies to manufacturers of motor vehicles and items of motor vehicle equipment that conduct safety recalls.

Abstract: On September 27, 1993, NHTSA published in the **Federal Register** a Notice of Proposed Rulemaking (NPRM) proposing several amendments to its regulations (49 CFR parts 573 and 577) implementing the provisions of 49 U.S.C. chapter 301 concerning manufacturers' obligations to provide notification and remedy without charge for motor vehicles and items of replacement motor vehicle equipment found to contain a defect related to motor vehicle safety or a noncompliance with a Federal motor vehicle safety standard (58 FR 50314). On April 5, 1995, we issued a final rule addressing most aspects of that NPRM (60 FR 17254), and on January 4, 1996, we amended several provisions of that final rule after receiving petitions for reconsideration (61 FR 274). However, we decided to delay issuance of the final rule on the subject of dealer notification because we had not resolved all the issues raised by the comments on that subject that were submitted in response to the NPRM. On May 19, 1999, we issued a supplemental notice of proposed rulemaking (SNPRM) in order to seek additional public comment on several significant proposed revisions to the proposal that we had originally set out in the NPRM (64 FR 27227).

We had originally proposed to require manufacturers to notify their dealers and distributors of safety defects and noncompliances that had been determined to exist in their products within 5 days after notifying the agency of the determination pursuant to 49 CFR part 573. In the SNPRM, however, rather than specify a particular time period, we proposed to require manufacturers to notify dealers in accordance with a schedule that is to be submitted to the agency with the manufacturer's defect or noncompliance information report already required by 49 CFR 573.6 (section 573.5 prior to August 9, 2002).