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8. Performs and coordinates studies, and researches software and hardware solutions to overarching OEEAS technical issues. Provides high-level analytical expertise for a variety of complex assignments of OEEAS and enterprise-wide scope, such as the technical assessment of proposed IT investments for alignment with and support of SSA's strategic plan, and advance planning for implementation of major new systems integration initiatives.

Dated: May 21, 2003.

Reginald F. Wells,

Deputy Commissioner for Human Resources.

[FR Doc. 03-15184 Filed 6-16-03; 8:45 am]

BILLING CODE 4191-02-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approval and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In May 2003, there were six applications approved. This notice also includes information on three applications, approved on April 2003, inadvertently left off the April 2003 notice. Additional, seven approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to Regulations (14 CFR part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public agency: Country of Humboldt, Arcata, California.

Application number: 03-06-C-00-ACV.

Application type: Impose and use a PFC.

PFC level: \$4.50.

Total PFC revenue approved in this decision: \$503,000.

Earliest charge effective date: July 1, 2003.

Estimated charge expiration date: August 1, 2005.

Class of air carriers not required to collect PFC'S: None.

Brief description of project approved for collection at Arcata Airport (ACV) and use at Kneeland Airport: Master plan update.

Brief description of projects approved for collection Act ACV and use at ACV:

Letz Avenue bluff repair.

Terminal and access gate lock system, video surveillance equipment, security structure.

General aviation ramp.

Equipment purchase—runway/taxiway sweeper.

Replace visual glide slope indicator with precision approach path indicator.

Brief description of project approved for collection at ACV and use at Rohnerville Airport, Murray Field, Garberville Airport, and Dinsmore Airport:

Master plan update.

Brief description of disapproved project:

Purchase pilot weather data super-unicom equipment.

Determination: this project is not eligible in accordance with paragraph 570 of FAA Order 5100.38B, Airport Improvement Program Handbook (May 31, 2003). Therefore, the project does not meet the requirements of § 158.15(b).

Decision date: April 28, 2003.

FOR FURTHER INFORMATION CONTACT:

Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: City of Long Beach, California.

Application number: 03-02-C-00-LGB.

Application type: Impose and use a PFC.

PFC level: \$3.00.

Total PFC revenue approved in this decision: \$30,306,984.

Earliest charge effective date: August 1, 2003.

Estimated charge expiration date: October 1, 2009.

Class of air carriers not required to collect PFC'S: Non-scheduled/on-demand air carriers.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined the proposed class accounts

for less than 1 percent of the total annual enplanements at Long Beach Municipal (Daugherty Field).

Brief description of projects approved for collection and use:

Rehabilitation of runway 12/30.

Rehabilitation of taxiways D, A, and

B.

Installation of airfield lighting.

Relocation of service road.

Rehabilitation of taxiways D, F, J, and

C.

Construction of apron.

Rehabilitation of access road.

Airport security—security system upgrade.

Installation of terminal signs and

flight information display system.

Aircraft rescue and firefighting vehicles.

Decision date: April 28, 2003.

FOR FURTHER INFORMATION CONTACT:

Ruben Cabalbag, Western Pacific Region Airports Division, (310) 725-3630.

Public agency: Port of Oakland, Oakland, California.

Application number: 03-12-C-00-OAK.

Application type: Impose and use a PFC.

PFC level: \$4.50.

Total PFC revenue approved in this decision: \$7,600,000.

Earliest charge effective date: December 1, 2003.

Estimated charge expiration date: March 1, 2004.

Class of air carriers not required to collect PFC'S: Nonscheduled/on-demand air carriers filling FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Oakland International Airport.

Brief description of project approved for collection and use: Additional security expenditures.

Decision date: April 28, 2003.

FOR FURTHER INFORMATION CONTACT:

Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public agency: New Hanover County Airport Authority, Wilmington, North Carolina.

Application number: 03-04-C-00-ILM.

Application type: Impose and use a PFC.

PFC level: \$4.50.

Total PFC revenue approved in this decision: \$12,785,647.

Earliest charge effective date: April 1, 2007.

Estimated charge expiration date: April 1, 2018.

Class of air carriers not required to collect PFC'S:

Non-scheduled/on-demand air taxi operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Wilmington International Airport.

Brief description of projects approved for collection and use:

Terminal renovations.

Construct new customs facility.

Master plan update.

Runway 35 clearing.

PFC administrative cost.

Paving program.

Land acquisition.

Airfield retention pond.

De-icing retention system.

Brief description of project partially approved for collection and use: instrument landing system.

Determination: The application requested the planning, design, and installation of a Category I instrument landing system on each end of runway 6/24. However, the FAA has a budgeted project to install an instrument landing system on one end of runway 6/24 funded with Federal Facilities and Equipment program funds. Therefore, this project is limited to the installation of an instrument landing system on the opposite end of the runway from the Facilities and Equipment program installation.

Decision Date: May 7, 2003.

FOR FURTHER INFORMATION CONTACT:

Tracie D. Kleine, Atlanta Airports District Office, (404) 305-7148.

Public agency: Erie Municipal Airport Authority, Erie, Pennsylvania.

Application number: 03-03-C-00-ERI.

Application type: Impose and use a PFC.

PFC level: \$4.50.

Total PFC revenue approved in this decision: \$1,001,183.

Earliest charge effective date: August 1, 2003.

Estimated charge expiration date: January 1, 2005.

Class of air carriers not required to collect PFC's: None.

Brief description of projects approved for collection and use:

Master plan phases I and II.

Site security phase II.

Command vehicle.

Environmental assessment for master plan.

Airfield access road.

Acquire Orchard Park mobile home estate.

Replace high intensity runway lighting system.

Snow removal vehicle.

Public safety vehicle.

9/11 security costs.

Environmental assessment for runway 6/24 extension.

Construct two new passenger loading bridges.

Aircraft rescue and firefighting vehicle (pumper).

Acquire runway friction tester vehicle.

PFC administrative fee.

Brief description of projects approved for collection:

Acquire land, runway 6/24 extension.

Design of runway 6/24 extension.

Snow removal equipment (Oshkosh blower).

Brief description of disapproved project: Improve/rehabilitate terminal.

Determination: The public agency did not provide sufficient description or justification for this project. Therefore, the FAA disapproved the project as not meeting the requirements of § 158.15.

Decision date: May 13, 2003.

FOR FURTHER INFORMATION CONTACT: Lori Ledeborn, Harrisburg Airports District Office, (717) 730-2835.

Public agency: Hillsborough County Aviation Authority, Tampa, Florida.

Application number: 03-06-C-00-TPA.

Application type: Impose and use a PFC.

PFC level: \$4.50.

Total PFC revenue approved in this decision: \$298,155,400.

Earliest charge effective date: August 1, 2006.

Estimated charge expiration date: September 1, 2013.

Class of air carriers not required to collect PFC'S: On-demand air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Tampa International Airport.

Brief description of projects approved for collection and use.

Airside B demolition and apron reconstruction.

Airside C development program.

Engine run-up enclosure, taxiway and ramp.

Outbound baggage handling system and security enhancements.

Decision date: May 16, 2003.

FOR FURTHER INFORMATION CONTACT:

Vernon P. Rupinta, Orlando Airports District Office, (407) 812-6331, extension 24.

Public agency: San Diego Regional Airport Authority, San Diego, California.

Application number: 03-03-C-00-SAN.

Application type: Impose and use a PFC.

PFC level: \$4.50.

Total PFC revenue approved in this decision: \$83,075,730.

Earliest charge effective date: August 1, 2003.

Estimated charge expiration date: March 1, 2006.

Class of air carriers not required to collect PFC's: Air taxis.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at San Diego International Airport.

Brief description of projects approved for collection and use at a \$4.50 PFC level:

Replace aircraft rescue and firefighting vehicle.

Taxiway improvements.

Runway safety area improvements.

Commuter terminal apron improvements.

Sound attenuation and noise monitoring equipment.

Airport security improvements.

Terminal improvements.

Brief description of projects approved for collection and use at a \$3.00 PFC level:

Environmental study.

Airport access improvements.

Infrastructure data management system.

Brief description of disapproved project: Environmental remediation.

Determination: This project is not eligible in accordance with paragraph 406s of FAA Order 5100.38B, Airport Improvement Program Handbook, (May 31, 2002). Therefore, this project does not meet the requirements of § 158.15(b).

Decision date: May 20, 2003.

FOR FURTHER INFORMATION CONTACT: John Milligan, Western Pacific Region Airports Division, (310) 725-3621.

Public agency: County of Outagamie, Appleton, Wisconsin.

Application number: 03-05-C-00-ATW.

Application type: Impose and use a PFC.

PFC level: \$3.00.

Total PFC revenue approved in this decision: \$318,170.

Earliest charge effective date: March 1, 2008.

Estimated charge expiration date: October 1, 2008.

Class of air carriers not required to collect PFC's: None.
Brief description of projects approved for collection and use: Acquire snow removal equipment.
Decision date: May 23, 2003.

FOR FURTHER INFORMATION CONTACT:
 Sandra E. DePottay, Minneapolis Airports District Office, (612) 713-4363.
Public agency: County of Montrose, Montrose, Colorado.
Application number: 03-02-C-00-MTJ.

Application type: Impose and use a PFC.
PFC level: \$4.50.
Total PFC revenue approved in this decision: \$821,694.
Earliest charge effective date: August 1, 2003.
Estimated charge expiration date: October 1, 2011.
Class of air carriers not required to collect PFC's: None.
Brief description of projects approved for collection and use:
 Construct a portion of taxiway A.

Rehabilitate taxiway B and a portion of the general aviation apron.
 Construct aircraft rescue and firefighting/snow removal equipment building.
 Rehabilitate a portion of general aviation apron.
 Rehabilitate a portion of general aviation apron and runway 13/31.
 Extend runway 17 safety area.
Decision date: May 30, 2003.
FOR FURTHER INFORMATION CONTACT:
 Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

AMENDMENTS TO PFC APPROVALS

Amendment number city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
01-02-C-01-SDF, Louisville, KY.	03/18/03	\$16,398,940	\$15,678,940	06/01/18	04/01/18
98-03-C-03-DCA, Arlington, VA.	03/27/03	46,823,287	53,846,780	11/01/03	02/01/04
93-01-C-04-DCA, Arlington, VA.	04/22/03	166,739,069	166,410,356	04/01/02	04/01/02
00-04-C-01-TUL, Tulsa, OK.	04/25/03	13,500,000	17,900,000	07/01/03	07/01/04
*97-04-C-02-LAX, Los Angeles, CA.	04/28/03	440,000,000	700,000,000	01/01/04	12/01/05
*96-01-C-01-HIB, Hibbing, MN.	04/29/03	338,299	338,299	10/01/04	05/01/06
96-02-C-02-IND, Indianapolis, IN.	05/21/03	21,275,922	11,869,241	04/01/02	10/01/01

(NOTE: The amendments denoted by an asterisk (*) include a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Los Angeles, CA and Hibbing, MN, this change is effective on July 1, 2003.)

Issued in Washington, DC. on June 11, 2003.
Jaime Duran,
Acting Manager, Financial Analysis and Passenger Facility Charge Branch.
 [FR Doc. 03-15297 Filed 6-16-03; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration

Denial of Tire Defect Petition
AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.
ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, by Lisoni & Lisoni, Attorneys at Law, and the Law Offices of Steven E. Weinberger, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety in Firestone Steeltex light truck radial tires. After a review of the petition and other information, NHTSA has concluded that further expenditure of the agency's investigative resources on the issues raised by the petition does not appear warranted. The agency accordingly has denied the petition. The

petition is hereinafter identified as DP02-011.
FOR FURTHER INFORMATION CONTACT: Mr. Gregory Magno, Safety Defects Engineer, Vehicle Control Division, Office of Defects Investigation (ODI), NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-0139.
SUPPLEMENTARY INFORMATION:
Petition Analysis—DP02-011

Introduction
 On September 29, 2000, the Office of Defects Investigation (ODI) initiated a Preliminary Evaluation (PE00-040) of Firestone Steeltex tires manufactured by Bridgestone/Firestone, Inc. (Firestone), based on 169 Vehicle Owners Questionnaires (VOQ), 167 of which were received in August and September of 2000.¹ Eight crashes involving twelve injuries and two deaths related to separation of the tread and top belt from the tire carcass (tread separation) were alleged at that time. Under investigation in that PE were all Firestone Steeltex Radial R4S, R4S II, and A/T tires manufactured since 1990.
 ODI closed PE00-040 on April 9, 2002, based upon low failure rates, noting that Steeltex tire lines are used in very severe tire applications (e.g., motorhomes, commercial trucks, full-

sized passenger vans, sport-utility vehicles, and pickup trucks). At the time ODI closed the investigation, it was aware of 872 relevant VOQs and 39 vehicle crashes, 24 of which involved an injury or death. These resulted in eight deaths and 40 injuries.
 Subsequent to the closing of PE00-040, the Petitioners requested that the National Highway Traffic Safety Administration (NHTSA) reopen its Steeltex tire investigation.² According to the Petitioners, a reopening was warranted based on an overwhelming number of complaints that had been filed on the subject tires. ODI initiated a technical review (DP02-011) of the Petition in accordance with 49 CFR part 552 on November 26, 2002. To support this review, ODI requested that the Petitioners furnish additional documentation to substantiate their allegations. Since that time, the

² Specifically, on November 15, 2002, ODI received a document entitled "A Petition to The National Highway Traffic Safety Administration . . . Subject: Investigation of Defects Present in Bridgestone/Firestone Steeltex tires (models: R4S, R4SII, A/T)" (Petition). After reviewing the document, ODI construed it as a request to reopen PE00-040. The Petition was co-submitted by Lisoni & Lisoni, Attorneys at Law and the Law Offices of Steven E. Weinberger, both in Pasadena, CA (Petitioners). The Petitioners represent plaintiffs Roger Littell, Louann Pleasant, and all others similarly situated in a class action lawsuit against Bridgestone/Firestone, filed on August 12, 2002, in the Superior Court of California for Riverside County.

¹ References to VOQs herein include all consumer complaints registered in the ODI complaint database.