

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Aging Transport Systems Rulemaking Advisory Committee Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee (ATSRAC).

**DATES:** The ATSRAC will meet on July 10, 2003, from 8:30 a.m. to 5 p.m.

**ADDRESS:** General Aviation Manufacturers Association (GAMA), 1400 K Street, NW., Suite 801, Washington, DC 20005-2485.

**FOR FURTHER INFORMATION CONTACT:** Shirley Stroman, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470; fax (202) 267-5075; or e-mail [shirley.stroman@faa.gov](mailto:shirley.stroman@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces a meeting of the Aging Transport Systems Rulemaking Advisory Committee. The FAA will hold the meeting at the location listed under the **ADDRESSES** heading of this notice. The purpose of the meeting is to discuss the status of the three new tasks the FAA assigned to the ATSRAC (68 FR 31741, May 28, 2003). These tasks include—

- Providing recommendations about issues such as alternatives to rulemaking, providing technical and economic data, and helping to disposition comments to rulemakings;
- Helping to develop strategies for technology transfer to the aviation community in a manner that optimizes their transfer and optimizes the benefits resulting from their transfer; and
- Setting up criteria for upgrading and developing enhanced wiring inspection procedures for use by manufacturers of small transport airplanes.

The meeting is open to the public; however, attendance will be limited by the size of the meeting room. The FAA will make the following services available if you request them by June 30, 2003:

- Teleconferencing.
- Sign and oral interpretation.
- A listening device.

Individuals using the teleconferencing service and calling from outside the Washington, DC metropolitan area will be responsible for paying long-distance charges. To arrange for any of these

services, contact the person listed under the **FOR FURTHER INFORMATION CONTACT** heading of this notice.

The public may present written statements to the Committee by providing 20 copies to the Committee's Executive Director or by bringing the copies to the meeting. Public statements will be considered if time allows.

Issued in Washington, DC, on June 16, 2003.

**Tony F. Fazio,**

*Director, Office of Rulemaking.*

[FR Doc. 03-15642 Filed 6-19-03; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent To Rule on Application 03-02-C-00-SFB To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Orlando Sanford International Airport, Sanford, FL**

**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 Orlando Sanford 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 21, 2003.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Victor White, Executive Director of the Sanford Airport Authority at the following address: 1 Red Cleveland Blvd., Suite 1200, Sanford, Florida 32773.

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

**FOR FURTHER INFORMATION CONTACT:** Krystal Hudson, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Orlando, Florida 32822, 407-812-6331 x36. 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 Orlando Sanford 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 June 12, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by Sanford 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 September 27, 2003.

The following is a brief overview of the application.

*Proposed charge effective date:* November 1, 2003.

*Proposed charge expiration date:* June 30, 2014.

*Level of the proposed PFC:* \$2.

*Total estimated PFC revenue:* \$13,312,090.

*Brief description of proposed project(s):* Terminal Expansion Project.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* None.

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 located at: 1701 Columbia Ave., College Park, Georgia 30337.

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

Issued in Orlando, Florida on June 12, 2003.

**Matthew J. Thys,**

*Acting Manager, Airports Division, Southern Region.*

[FR Doc. 03-15688 Filed 6-19-03; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration**

[Docket No. NHTSA-2003-15428]

**Notice of Receipt of Petition for Decision That Nonconforming 2003-2004 Micro Car Company Smart Passion (Glass Top and Convertible) Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 2003-2004

Micro Car Company Smart Passion (glass top and convertible) passenger cars are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2003–2004 Micro Car Company Smart Passion (glass top and convertible) passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they have 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 July 21, 2003.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590. (Docket hours are from 9 a.m. to 5 p.m.) Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78), or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202–366–3151).

**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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) 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**.

J.K. Technologies LLC of Baltimore, Maryland (“J.K.”) (Registered Importer 90–006) has petitioned NHTSA to decide whether nonconforming 2003–2004 Micro Car Company Smart Passion (glass top and convertible) passenger cars are eligible for importation into the United States. J.K. contends that these vehicles are eligible for importation under 49 U.S.C. 30141(a)(1)(B) because they have 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 2003–2004 Micro Car Company Smart Passion (glass top and convertible) passenger cars have safety features that comply with Standard Nos. 103 *Defrosting and Defogging Systems* (based on testing for which J.K. is claiming confidentiality), 104 *Windshield Wiping and Washing Systems* (based on testing for which J.K. is claiming confidentiality), 106 *Brake Hoses* (based on the manufacturer's certification), 109 *New Pneumatic Tires* (based on the presence of required certification markings), 116 *Brake Fluid* (based on the presence of required markings), 118 *Power Window Systems* (based on observation of the system's operation), 124 *Accelerator Control Systems* (based on observation of the system's operation), 135 *Passenger Car Brake Systems* (based on testing for which J.K. is claiming confidentiality), 202 *Head Restraints* (based on testing for which J.K. is claiming confidentiality), 205 *Glazing Materials* (based on the presence of required certification markings), 206 *Door Locks and Door Retention Components* (based on observation of the components' operation), 207 *Seating Systems* (based on testing for which J.K. is claiming confidentiality), 210 *Seat Belt Assembly Anchorages* (based on testing for which J.K. is claiming confidentiality), 212 *Windshield Retention* (based on testing for which J.K. is claiming

confidentiality), 216 *Roof Crush Resistance* (based on testing for which J.K. is claiming confidentiality), 219 *Windshield Zone Intrusion* (based on testing for which J.K. is claiming confidentiality), and 302 *Flammability of Interior Materials* (based on testing of driver's seat material, for which J.K. is claiming confidentiality, and comparison of the interior materials to those found on U.S.-certified vehicles produced by the same manufacturer).

Petitioner also contends that the vehicles are capable of being altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) Inscription of the word “Brake” on the dash in place of the international ECE warning symbol; (b) replacement of the speedometer with one that reads in miles per hour. The petitioner states that it has fabricated a new instrument cluster face for the vehicles, available only through J.K. Technologies, which will allow the vehicles to achieve compliance with the standard.

Standard No. 102 *Transmission Shift Lever Sequence*: Installation of a redesigned starter interlock assembly, available only through J.K. Technologies, which was designed to allow the vehicles to comply with Standard No. 114, will also achieve compliance with Standard No. 102. The petition does not describe how this assembly was redesigned.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: Modification of the headlamp and marker light systems to meet this standard. These modifications are not described in the petition.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard as part of the certification label to be affixed to the vehicles upon the completion of required modifications to achieve conformity with applicable standards.

Standard No. 111 *Rearview Mirror*: Replacement of the passenger side rearview mirror with a mirror fabricated by, and available only through, J.K. Technologies, which will have the required warning statement on the mirror's face.

Standard No. 114 *Theft Protection*: Installation of a redesigned starter interlock assembly to meet this standard. The petition does not describe how the assembly was redesigned.

Standard No. 201 *Occupant Protection in Interior Impact*: Replacement of interior components with components fabricated by, and available only through, J.K. Technologies. The petitioner states that

its testing, for which it is claiming confidentiality, establishes that the vehicles will meet the standard with these components installed.

**Standard No. 204 Steering Control Rearward Displacement:** Modification of the steering shaft to meet the standard. This modification is not described in the petition. The petitioner states that its testing, for which it is claiming confidentiality, establishes that the vehicles will meet the standard with this modification performed.

**Standard No. 208 Occupant Crash Protection:** Modification of the vehicles to meet this standard. These modifications are not described in the petition. The petitioner states that its testing, for which it is claiming confidentiality, establishes that the vehicles will meet the standard with these modifications performed.

**Standard No. 209 Seat Belt Assemblies:** Modification of the seat belt systems to accommodate a seat belt switch. This modification is not described in the petition. Petitioner states that with this modification, the vehicles' seat belt assemblies will comply with the standard.

**Standard No. 214 Side Impact Protection:** Modification of the vehicles' A-pillars, B-pillars, and doors. These modifications are not described in the petition. Petitioner states that with these modifications, the vehicles will meet the standard.

**Standard No. 301 Fuel System Integrity:** Modification of the vehicles' fuel system to meet this standard. Petitioner states that fuel spillage problems are controlled by the evaporative and ORVR systems, which have a rollover and check valve incorporated into their design and have been proven in testing.

The petitioner states that a vehicle identification number plate must be affixed to the vehicles near the left windshield post and a reference and certification label must be affixed in the area of the left front door post to meet the requirements of 49 CFR part 565.

Additionally, the petitioner states that 2003-2004 Micro Car Company Smart Passion (glass top and convertible) passenger cars must be modified to comply with the Bumper Standard found in 49 CFR part 581. The petition does not describe these modifications. The petitioner states that its testing, for which it is claiming confidentiality, establishes that the vehicles will meet the standard with these modifications performed.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted

to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. (Docket hours are from 9 a.m. to 5 p.m.) 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: June 12, 2003.

**Kenneth N. Weinstein,**

*Associate Administrator for Enforcement.*

[FR Doc. 03-15644 Filed 6-19-03; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (2003-3)]

### Quarterly Rail Cost Adjustment Factor

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Approval of rail cost adjustment factor.

**SUMMARY:** The Board has approved the third quarter 2003 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The third quarter 2003 RCAF (Unadjusted) is 1.020. The third quarter 2003 RCAF (Adjusted) is 0.519. The third quarter 2003 RCAF-5 is 0.497.

**EFFECTIVE DATE:** July 1, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mac Frampton, (202) 565-1541. Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.

#### SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Dā-To-Dā Legal, Suite 405, 1925 K Street, NW., Washington, DC 20006, phone (202) 293-7776. Assistance for the hearing impaired is available through FIRS: 1-800-877-8339.

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have

a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: June 11, 2003.

By the Board, Chairman Nober.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 03-15504 Filed 6-19-03; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

June 13, 2003.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before July 21, 2003 to be assured of consideration.

#### Internal Revenue Service (IRS)

*OMB Number:* 1545-0215.

*Form Number:* IRS Forms 5712 and 5712-A.

*Type of Review:* Revision.

*Title:* Election to be Treated as a Possessions Corporation Under Section 936 (5712); and Election and Verification of the Cost Sharing or Profit Split Method Under Section 936(h)(5)(5712-A).

*Description:* Domestic corporations may elect to be treated as possessions corporations on Form 5712. This election allows the corporations to take a tax credit. Possession corporations may elect on Form 5712-A to share their taxable income with their affiliates under Internal Revenue Code section 936(h)(5). These forms are used by the IRS to ascertain if corporations are entitled to the credit and if they may share their taxable income with their affiliates.

*Respondents:* Business or other for-profit, Farms, Federal Government, State, Local or Tribal Government.

*Estimated Number of Respondents/Recordkeepers:* 1,000.

*Estimated Burden Hours Per Respondent/Recordkeeper:*