

Comments Invited

Any person may obtain a copy of this proposed AC by contacting the person named above under the **FOR FURTHER INFORMATION CONTACT** section. We invite interested parties to submit comments on the proposed AC. Commenters must identify the AC title and number when submitting any comments to the address specified above. The FAA will consider all communications received on or before the closing date for comments before issuing the final AC. The proposed AC and comments received may be inspected at the Standards Office (ACE-110), suite 900, 1201 Walnut, Kansas City, Missouri, between the hours of 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

Background

The proposed AC is current policy and guidance through Amendment 23-51, effective March 11, 1996. This material spans approximately 30 years of Federal Aviation Administration (FAA) and Civil Aviation Authority (CAA) history.

Issued in Kansas City, Missouri, on January 13, 1999.

Larry E. Werth,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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through the Internet at the following Uniform Resource Location (URL): <http://www.faa.gov/avr/afs/acs/fscap.pdf>. The file name is "FSCAP.pdf". Interested persons are invited to comment on the draft AC either by submitting such written data, views, or arguments as they may desire to: Federal Aviation Administration, Continuous Airworthiness Maintenance Division, AFS-300, 800 Independence Avenue, SW., Washington, DC 20591, attention Al Michaels; or, E-mail Al Michaels at Albert.Michaels@faa.gov. Commenters should identify FSCAP AC, Eligibility and Evaluation of U.S. Military Surplus Flight Safety Critical Aircraft Parts, Engines, and Propellers to the address specified above. All comments will be considered by the Continuous Airworthiness Maintenance Division, AFS-300, before issuing the final AC. Comments may be inspected at the above address between 9:00 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Al Michaels, AFS-300, at the above address, or telephone (202) 267-8203, or facsimile (202) 267-5115.

Issued in Washington, DC on January 19, 1999.

Richard O. Gordon,

Deputy Director, Flight Standards Service.

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15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas J. Lando, City Manager/Airport Manager of the Chico Municipal Airport, at the following address: 411 Main Street, Chico, CA 95927. Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Chico under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Marlys Vandervelde, Airports Program Analyst, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2806. 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 Chico Municipal Airport under the provisions of the Aviation Safety and 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 January 8, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the city of Chico 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 8, 1999.

The following is a brief overview of the impose and use application No. 99-03-C-00-CIC.

Level of proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1999.

Proposed charge expiration date: March 1, 2001.

Total estimated PFC revenue: \$89,300.

Brief description of the proposed projects: Terminal Building Improvements and Passenger Boarding Ramp/Lift.

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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[AC No. 20-XX FSCAP]

Proposed Advisory Circular (AC) on Eligibility and Evaluation of U.S. Military Surplus Flight Safety Critical Aircraft Parts (FSCAP), Engines, and Propellers

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability of proposed FSCAP AC; extension of comment period.

SUMMARY: On December 7, 1998, the FAA announced the availability of and requested comments on a proposed AC pertaining to guidance for use in determining the eligibility of and evaluating U.S. military surplus flight safety critical aircraft parts for installation on U.S. type certified products. This notice announces the extension of the comment period.

DATES: Comments must be received on or before March 5, 1999.

ADDRESSES: A copy of the proposed AC may be obtained by downloading

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

Notice of Intent To Rule on Application To Impose and Use a Passenger Facility Charge (PFC) at Chico Municipal Airport, Chico, CA

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 a PFC at Chico Municipal Airport under the provisions of the Aviation Safety and 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).

DATES: Comments must be received on or before February 25, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division,

application, notice and other documents germane to the application in person at the city of Chico.

Issued in Hawthorne, California, on January 8, 1999.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 99-1735 Filed 1-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-99-5019]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 this notice announce the Marine Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before March 29, 1999.

FOR FURTHER INFORMATION CONTACT: Christopher Krusa, Office of Maritime Labor, Training, and Safety, Maritime Administration, MAR-250, Room 7302, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-2648 or fax 202-493-2288. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Supplementary Training Course Application.

Type of Request: Extension of a currently approved information collection.

OMB Control Number: 2133-0030.

Form Number: MA-823.

Expiration Date of Approval: October 31, 1999.

Summary of Collection of Information: Section 1305 (a) of the Maritime Education and Training Act of 1980 states that the Secretary may provide additional training on maritime subjects and may make such training available to the personnel of the merchant marine of the United States and to individuals preparing for a career in the merchant marine. Also, the U.S. Coast Guard (USCG) requires a fire fighting certificate for U.S. merchant marine officers, effective December 1989, pursuant to 46 CFR 10.205(g) and 10.207(f).

Need and Use of the Information: This information collection is necessary

for eligibility assessment, enrollment, attendance verification and recordation. Without this information, the courses would not be documented for future reference by the program or individual student. This application form is the only document of record and is used to verify that students have attended the course.

Description of Respondents: U.S. Merchant Seamen, both officers and unlicensed personnel, and other U.S. citizens employed in other areas of waterborne commerce.

Annual Responses: 2,000 responses.

Annual Burden: 100 hours.

Comments: Signed written comments should refer to the docket number that appears at the top of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. Specifically, address whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden and ways to enhance quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., ET. Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

By Order of the Maritime Administrator.

Dated: January 21, 1999.

Joel C. Richard,

Secretary.

[FR Doc. 99-1771 Filed 1-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 98-4603, Notice 1]

Ford Motor Company; Receipt of Application for Determination of Inconsequential Non-Compliance

Ford Motor Company, of Dearborn, Michigan, has applied to the Administrator, for exemption from the notice and remedy requirements of this application concerning certain 1998 model year Ford F150, F250, Expedition vehicles, and Lincoln Navigator vehicles, which have sun visor air bag warning labels that do not fully meet the location requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 208 "Occupant Crash Protection."

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company submits the following information concerning a safety-compliance action that it is initiating.

This notice of receipt of an application is published under 49 U.S.C. § 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S4.5.1.(b)(3) of FMVSS 208 specifies "Except for the information on an air bag maintenance label placed on the sun visor pursuant to S4.5.1(a) of this standard, no other information will appear on the same side of the sun visor to which the sun visor warning label is affixed." Ford manufactured approximately 91,600 vehicles in total (certain F150, F250, and Expedition 4X4 models, and certain Lincoln Navigator 4X4 and 4X2 models) from February 13, 1998 through May 21, 1998, that did not comply with this requirement. The affected 4X4 models were built with driver sun visors with air bag warning labels and 49 CFR 575.105 (c)(1) utility vehicle labels both affixed to the same sun visor side. The affected Lincoln Navigators equipped with moonroofs (both the 4X4 and 4X2 models) were built with a temporary paper label for the garage door opener transmitter *also* located on this same side of the visor.

The noncompliance was created when Ford implemented a sun visor label running change on February 13, 1998, for the affected vehicles. Prior to the change, the air bag alert label specified in FMVSS 208 S4.5.1(c), along with the 575.105(c)(1) utility vehicle label on the 4X4 models, and the garage door opener transmitter label on the moonroof equipped Navigator 4X4 and 4X2 models, were affixed to the driver sun visor on the side visible with the visor in the stowed position. The air bag warning label on these vehicles was affixed to the opposite side of the visor with no other labels located on this opposite side. The label running change eliminated the air bag alert label, and the air bag warning label was located in its place on the side of the visor visible when stowed. However, the utility vehicle label already located on that side of the visor on the 4X4 models, and the garage door transmitter label located on the side directly below the transmitter controls on the moonroof equipped Navigator visors, were not relocated.

Ford argued that, based on rulemaking history, the intent of the FMVSS 208 air bag warning label location requirement is to ensure that customers have access to important air