

**SUPPLEMENTARY INFORMATION:**

*Type of Request:* Regular submission, proposal to reinstate, with minor revisions, a previously approved collection for which approval has expired (OMB control number 3316-0009).

*Title of Information Collection:* Salary Surveys for Salary Policy Bargaining Unit Employees.

*Frequency of Use:* Annually.

*Type of Affected Public:* State or local governments, Federal agencies, non-profit institutions, businesses, or other for-profit.

*Small Businesses or Organizations Affected:* No.

*Federal Budget Functional Category Code:* 999.

*Estimated Number of Annual Responses:* 175.

*Estimated Total Annual Burden Hours:* 2,450.

*Estimated Average Burden Hours Per Response:* 4.5.

*Need For and Use of Information:*

TVA conducts annual salary surveys for employee compensation and benefits as a basis for labor negotiations in determining prevailing rates of pay and benefits for represented salary policy employees. TVA surveys firms, and Federal, State, and local governments employees perform work similar to that of TVA's salary policy employees.

**Jacklyn J. Stephenson,**

*Senior Manager, Enterprise Operations, Information Services.*

[FR Doc. 00-24509 Filed 9-22-00; 8:45 am]

**BILLING CODE 8120-08-P**

**TENNESSEE VALLEY AUTHORITY****Sunshine Act Meeting**

**AGENCY HOLDING THE MEETING:** Tennessee Valley Authority (Meeting No. 1523).

**TIME AND DATE:** 9 a.m. (EDT), September 27, 2000.

**PLACE:** TVA Knoxville West Tower Auditorium, 400 West Summit Hill Drive, Knoxville, Tennessee.

**STATUS:** Open.

**Agenda**

Approval of minutes of meeting held on August 29, 2000.

**New Business****A—Budget and Financing**

A1. Approval of power system operating and capital budgets for Fiscal Year 2001.

A2. Approval of short-term borrowing from the Treasury.

**B—Purchase Awards**

B1. Contract with Bicentennial Volunteers Incorporated to continue to provide personnel assistance for TVA/BVI emergency support of the Federal Emergency Management Agency and other Federal agencies.

B2. Contract with PS Energy Group for a TVA system-wide comprehensive fuel management, lubricant products, and services program under Section 8(a) of the Small Business Act.

B3. Contract with Waste Management for a TVA system-wide solid waste disposal services management program.

C1. Contracts with General Electric Company and TurboCare for replacement steam turbine blades and associated services.

C2. Supplement to contract with Siemens Power T&D, Inc., for power circuit breakers.

C3. Supplement to contract with Southern States, Inc., for disconnect switches and related equipment.

C4. Supplement to contract with Framatome Cogema Fuels for nuclear fuel fabrication for Sequoyah Nuclear Plant.

C5. Increase in prices under Dispersed Power Price Schedule.

**E—Real Property Transactions**

E1. Sale of noncommercial, nonexclusive permanent easements to Danny Grimshaw and Robert D. Mestach affecting 0.10 acre of land on Tellico Reservoir in Loudon and Monroe Counties, Tennessee, for the construction, operation, and maintenance of private water-use facilities (Tract Nos. XTELR-216RE and -217RE).

E2. Deed modification to remove a recreation restriction and change to residential development affecting approximately 6.1 acres of former TVA land on Fort Loudoun Reservoir in Blount County, Tennessee, to allow the State of Tennessee to exchange the 6.1 acres of residential development for 158 acres of land more suitable for public recreation (Tract No. XTFL-13).

**F—Unclassified**

1. Approval to file condemnation cases to acquire permanent easements and rights-of-way for an access road and transmission lines at the Bessemer-Tuscaloosa Tap to Airport Lane, Jefferson County, Alabama; Melton Hill-Loudon County, Tennessee; and the Weaver-Young Cane transmission line in Union County, Georgia.

For more information: Please call TVA Public Relations at (423) 632-6000, Knoxville, Tennessee. Information is also available at TVA's Washington

Office (202) 898-2999. People who plan to attend the meeting and have special needs should call (865) 632-6000.

Dated: September 20, 2000.

**William L. Osteen,**

*Associate General Counsel and Assistant Secretary.*

[FR Doc. 00-24620 Filed 9-21-00; 10:22 am]

**BILLING CODE 8120-08-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

**Notice of Intent to Rule on Application 00-03-C-00-AVP to Impose and Use the Revenue From a Passenger Facility Charge (PEC) at, Wilkes-Barre/Scranton, Pennsylvania**

**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 Wilkes-Barre/Scranton International 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 October 25, 2000.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Oscar Sanchez, Project Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1100, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Barry Centini, Airport Director of the Luzerne and Lackawanna Counties By-County Board of Commissioners at the following address: Wilkes-Barre/Scranton International Airport, Avoca, Pennsylvania 18641.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Luzerne and Lackawanna Counties By-County Board of Commissioners under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Oscar Sanchez, Program Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1100 Camp Hill, PA 17011, (717) 730-2834. 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 Wilkes-Barre/Scranton International 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 August 28, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Luzerne and Lackawanna Counties By-County Board of Commissioners 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 Nov. 23, 2000. The following is a brief overview of the application.

*PFC Application No.:* 00–03–C–00–AVP.

*Level of the proposed PFC:* \$4.50.

*Proposed charge effective date:* January 1, 2001.

*Proposed charge expiration date:* July 31, 2010.

*Total estimated PFC revenue:* \$10,794,855.

Brief description of proposed project(s):

- Construct New Passenger Terminal Facility
- Construction Access Roadways and Non-Revenue Surface Parking
- Construction Terminal Aircraft Parking Apron
- Architect/Engineering Inspection and Contingency Fees
- Construct Snow Removal Equipment Storage/Maintenance Building
- Airport Master Plan Update
- Design/Construct Perimeter Fence
- Design Runway Safety Areas
- Design/Reconstruct General

Aviation ramp

- Purchase Snow Removal Equipment (Three plows/spreaders)

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-Scheduled/On-Demand Air Carriers, with seating capacity of less than 20 seats, filing DOT 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 airports office located at: 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 the Luzerne and Lackawanna Counties By-County Board of Commissioners.

Issued in New York City, New York on August 28, 2000.

**Thomas Felix,**

*Manager, Planning and Programming Branch, Eastern Region*

[FR Doc. 00–24492 Filed 9–22–00; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Denial of Motor Vehicle Defect Petition, DP00–001

**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, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety. The petition is hereinafter identified as DP00–001.

**FOR FURTHER INFORMATION CONTACT:** Dr. George Chiang, Office of Defects Investigation, NHTSA, 400 Seventh Street, SW, Washington, D.C. 20590. Telephone: (202) 366–5206.

**SUPPLEMENTARY INFORMATION:** Mr. Dave Blum (petitioner), 5329 Eagles Nest Road, Fruitland Park, Florida 34731, submitted a petition to NHTSA by letter dated February 1, 2000, requesting that an investigation be initiated on trailer towing hitch platforms (receivers) and related hitch equipment for “compatibility with National Highway Safety Standards for materials and construction specifications.”

Mr. Blum is a safety committee member of the Region 3 Wally Byam Caravan Club International Airstream travel club. He provided pictures and descriptions of four club members’ tow vehicles with cracked Original Equipment Manufacturer hitch receivers. The tow vehicles were model years (MY) 1993, 1994, and 1997 General Motor Corporation Suburban Sport Utility Vehicles and a MY 1995 Dodge 2500 pickup truck.

NHTSA has reviewed and analyzed all available information. The result of this review and analysis is set forth in a Petition Analysis Report for DP00–001 and is published in its entirety as an appendix to this notice.

For the reasons presented in the petition analysis report, it is unlikely that NHTSA would issue an order concerning the notification and remedy of a safety-related defect at the conclusion of an investigation. Therefore, in view of the need to allocate and prioritize NHTSA’s limited resources to best accomplish the agency’s safety mission, the petition is denied.

**Authority:** 49 U.S.C. 30162(d); delegations of authority at CFR 1.50 and 501.8.

**Kenneth N. Weinstein,**

*Associate Administrator for Safety Assurance.*

#### Appendix—Petition Analysis—DP00–001

##### 1.0 Introduction

Mr. Dave Blum (petitioner), Fruitland Park, Florida, submitted a petition to NHTSA by letter requesting that an investigation be initiated on trailer towing hitch receivers (platforms) and related hitching equipment “to assess their compatibility with National Highway Safety Standards for materials and construction specifications.” The petitioner, who is a member of the Wally Byam Caravan Club International (WBCCI) Airstream travel club safety committee stated that NHTSA’s Office of Defects Investigation (ODI) should open an investigation concerning hitch receiver failure because the WBCCI Airstream travel club members allegedly inspected and found cracks in their hitch receivers.

##### 2.0 Vehicle Information

###### 2.1 Subject Vehicle

In his petition, Mr. Blum did not specify the make, model, or year of vehicles he wanted ODI to investigate. However, between December 1999 and January 2000, he supplied information concerning cracked hitch receivers on a 1993, 1994, and 1997 model year (MY) General Motor Corporation (GM) Suburban vehicle and on a 1995 MY Dodge 2500 pickup (PU) truck. ODI selected MY 1992–1997 GM Suburban vehicles as the subject vehicles for the following reasons: (1) the petitioner identified three Suburban vehicles with cracked Original Equipment Manufacturer (OEM) hitch receivers; (2) the ODI consumer complaint database contained a relatively high number of complaints on the subject vehicles; (3) the Suburban has one of the largest towing capacities among the peer vehicles and is commonly used to tow large travel trailers; and (4) ODI had conducted a previous investigation (PE95–036) on certain GM Sport Utility Vehicles (SUVs), including MY 1992–1995 Suburbans to investigate a similar OEM hitch receiver crack problem.

###### 2.2 Vehicles Involved

GM produces the Suburban for both the Chevrolet and GMC Divisions. The combined number of subject vehicles produced in the United States was 738K vehicles.<sup>1</sup> The Chevrolet Division accounted for 512K

<sup>1</sup> Ward’s Automotive Yearbook, 1992–1998 Editions for MY 1992–1997 Suburbans.