

limitations under Title 14, Code of Federal Regulations (14 CFR) 91.319. These operating limitations have required the aircraft to be inspected in accordance with a specified program. Applicants for experimental exhibition airworthiness certificates, however, have experienced difficulty in developing or obtaining acceptable inspection programs for L-39 aircraft. This has resulted in a lack of standardization in the inspection programs used to support these aircraft and has significantly increased the time required for these aircraft to obtain airworthiness certification. The FAA therefore has developed the recommended aircraft inspection program specified in this proposed AC. Making this program available to applicants should encourage standardization in the scope and detail of inspection programs referenced in operating limitations and facilitate the issuance of airworthiness certificates to operate L-39 aircraft for the purpose of exhibition.

The FAA recognizes that the manufacturer's inspection program did not originally contemplate civilian operation of the aircraft for the purpose of exhibition and therefore is specifically requesting comments on the scope of the program for civilian application and that portion of the program pertaining to ejection seat inspection. The FAA is particularly interested in comments on how the manufacturer's engine overhaul times can be extended and comments that include more detailed procedures for performing L-39 ejection seat and canopy inspections.

Use of the recommended inspection program and compliance with recommended overhaul times should provide a uniform level of safety for operators of these aircraft while simultaneously streamlining the process for airworthiness certification.

Issued in Washington, DC, on August 19, 2002.

**Louis C. Cusimano,**

*Deputy Director, Flight Standards Service.*

[FR Doc. 02-21578 Filed 8-22-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent to Rule on Application 02-06-C-00-MOT to Impose and Use the Revenue from a Passenger Facility Charge (PFC) at Minot International Airport, Minot, ND

**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 Minot 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 September 23, 2002.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Bismarck Airports District Office, 2301 University Drive Building 23B, Bismarck, North Dakota 58504.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Michael Ryan, Airport Director, City of Minot, North Dakota at the following address: Minot International Airport, 25 Airport Road, Suite 10, Minot, North Dakota 58701-1457.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the City of Minot, North Dakota under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Steven J. Obenauer, Manager, Bismarck Airports District Office, 2301 University Drive, Building 23B, Bismarck, North Dakota 58504, (701) 323-7380. 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 Minot 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 July 23, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Minot was substantially complete within the requirements of section 185.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than October 26, 2002.

The following is a brief overview of the application.

*Proposed charge effective date:* March 26, 2003.

*Proposed charge expiration date:* June 13, 2011.

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

*Total estimated PFC revenue:* \$2,432,182.

*Brief description of proposed projects:*

(1) Runway 13-31 reconstruction, Runway 13-31 and Taxiway C translation and extension, association taxiway reconstruction, (2) land aviation easements, (3) friction measuring equipment, (4) install airport perimeter fencing and associated outflow attenuation structures, (5) preparation of PFC amendment (\$3.00 to \$4.50), (6) preparation of PFC application, (7) snow removal, (8) construct 48-inch storm sewer. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: air taxi/commercial operator (ATCO) filing FAA Form 1800-31. Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Minot, North Dakota—Airport Director's office at the Minot International Airport.

Issued in Des Plaines, Illinois on August 9, 2002.

**Mark McClardy,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 02-21577 Filed 8-22-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Denial of Motor Vehicle Defect Petition

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Denial of petition for a defect investigation.

**SUMMARY:** This notice sets forth the reasons for the denial of a petition submitted by Mr. William H. Muzzy III, dated January 23, 2001, 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 in model year 1990 through 1995 Toyota 4Runner vehicles. 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 to be warranted. The agency accordingly has denied the petition. The petition is hereinafter identified as DP02-002.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jonathan White, Chief, Defect and Recall Information Analysis Division, Office of Defects Investigation (ODI), NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-5226.

**SUPPLEMENTARY INFORMATION:** By letter dated January 23, 2001, Mr. William H. Muzzy III, submitted a petition requesting that the agency investigate the rear seat belt routing in model year (MY) 1990 through 1995 Toyota 4Runner vehicles (subject vehicles). The petitioner alleges that when the second row (rear) seat is folded down and then placed in its upright position, the outboard seat belt webbings can become caught behind the folding seat back latches. When this occurs, the seat belt routing is no longer proper, and occupant(s) using the seat belts in this condition would not be properly restrained. The petitioner alleges this seat belt misrouting condition has resulted in a serious injury and a fatality for the rear seat occupants of a subject vehicle that was in an accident. Finally, the petitioner alleges that the warning labels near the rear seat and the warning in the owner's manual for misrouting of rear seat belts are inadequate.

In response to ODI's information request letter, Toyota Motor North America, Inc. (Toyota), indicated that it has received one complaint of a damaged rear outboard seat belt because of possible contact with the rear seat back striker. Also, there has been one lawsuit filed against Toyota involving the aforementioned accident. ODI has not received any other reports of similar seat belt misrouting on the subject vehicles.

Considering the fact that over 367,000 subject vehicles were produced and the average vehicle age is about 10 years, the probability for the aforementioned rear seat outboard seat belt misrouting condition to occur, go unnoticed, and subsequently result in an injury and/or a fatality is extremely low. Further, warning notices to prevent seat belt misrouting are near the rear seat and in the owner's manual.

In view of the foregoing, it is unlikely that NHTSA would issue an order for the notification and remedy of the alleged defect as defined by the petitioner at the conclusion of the investigation requested in the petition. 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.

Issued on: August 16, 2002.

**Kenneth N. Weinstein,**

*Associate Administrator for Safety Assurance.*

[FR Doc. 02-21574 Filed 8-22-02; 8:45 am]

**BILLING CODE 4910-59-P**

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## DEPARTMENT OF THE TREASURY

### Treasury Advisory Committee on Commercial Operations of the Customs Service

**AGENCY:** Departmental Offices, Treasury.

**ACTION:** Notice of meeting.

**SUMMARY:** This notice announces the date, time, and location for the quarterly meeting of the Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service (COAC), and the provisional meeting agenda.

**DATES:** The next meeting of the COAC will be held on Friday, September 20, 2002, starting at 9 a.m., in Seattle, Washington. The meeting will be held at Microsoft Conference Center—Building 33, (Conference Center), 16070 NE 36th Way, Redmond, WA 98052, for approximately four hours.

**FOR FURTHER INFORMATION CONTACT:** Gordana S. Earp, Director, Tariff and Trade Affairs (Enforcement), Office of the Under Secretary (Enforcement), Telephone: (202) 622-0336.

At the meeting, the Advisory Committee is expected to pursue the following draft agenda. The agenda may be modified prior to the meeting.

#### Agenda

- I. Security
  - A. Update on Customs Reorganization; Cargo Security Fees;
  - B. Update on Supply Chain Security and Customs—Trade Partnership Against Terrorism ("C-TPAT");
- II. Other Issues
  - A. Report of the Customs Office of Rulings and Regulations;
  - B. Customs Business Regulations;
  - C. Focused Assessment and Importer Self-Assessment Programs;
- III. Administrative Issues
  - A. 2002 Annual Report
  - B. Update on COAC Re-chartering

**SUPPLEMENTARY INFORMATION:** The COAC was created by Congress in Public Law 100-203, Title IX, Section 9503(c), December 22, 1987, 100 Stat. 1330-381 (19 U.S.C. 2071 note). The Committee advises the Secretary of the Treasury

and reports to Congress any recommendations on matters involving the commercial operations of the United States Customs Service. By statute, the Secretary of the Treasury appoints the members of this Committee, and the Assistant Secretary of the Treasury for Enforcement presides over the meetings.

The September 20, 2002 meeting of the Committee is open to the public; however, participation in the Committee's deliberations is limited to Committee members, Customs and Treasury Department staff, and persons invited to address the meeting for special presentations. A person other than an Advisory Committee member who wishes to attend the meeting should contact Theresa Manning at (202) 622-0220 or Helen Belt at (202) 622-0230.

Dated: August 15, 2002.

**Gordana Earp,**

*Acting Deputy Assistant Secretary, Regulatory, Tariff, and Trade (Enforcement).*

[FR Doc. 02-21486 Filed 8-22-02; 8:45 am]

**BILLING CODE 4810-25-M**

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## DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0016]

### Proposed Information Collection Activity: Proposed Collection; Comment Request

**AGENCY:** Veterans Benefits Administration, Department of Veterans Affairs.

**ACTION:** Notice.

**SUMMARY:** The Veterans Benefits Administration (VBA), Department of Veterans Affairs (VA), is announcing an opportunity for public comment on the proposed collection of certain information by the agency. Under the Paperwork Reduction Act (PRA) of 1995, Federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of a currently approved collection, and allow 60 days for public comment in response to the notice. This notice solicits comments for information needed to determine the insured's eligibility for disability insurance benefits.

**DATES:** Written comments and recommendations on the proposed collection of information should be received on or before October 22, 2002.

**ADDRESSES:** Submit written comments on the collection of information to Nancy J. Kessinger, Veterans Benefits