

historical collection as well as its current technical and legal collection; (2) space for the collection; (3) office equipment; and (4) experienced aviation librarians. Other FAA contributions such as internship opportunities for students could be developed depending on the needs of the participating party. Contributions from the participating party would include: (1) The purchase of on-line and paper subscriptions, maintenance and binding of legislative and historical documents, and other miscellaneous expenses to maintain the collection; (2) maintenance of office equipment, supplies, and library software packages; and (3) space design and architectural costs for the center.

Issued in Washington, DC, on July 2, 2004.

Patricia A. Abdullah,

Acting Deputy Assistant Chief Counsel for Procurement.

[FR Doc. 04-15556 Filed 7-12-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (04-05-C-00-ASE) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at the Aspen/Pitkin County Airport, Submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen, CO

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 PFC revenue at the Aspen/Pitkin County Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before August 12, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Craig A. Sparks, Manager, Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 East 68th Avenue, Suite 224; Denver, Colorado 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. James P. Elwood, Director of Aviation, at the following address: 0233 East Airport Road, Aspen, Colorado 81611.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the Aspen/Pitkin

County Airport, under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher J. Schaffer, (303) 342-1258 Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 East 68th Avenue, Suite 224; Denver, Colorado 80249-6361. 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 (04-05-C-00-ASE) to impose and use PFC revenue at the Aspen/Pitkin County Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 6, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen Colorado, was substantially complete within the requirements of section 158.25 of Part 158. This FAA will approve or disapprove the application, in whole or in part, no later than October 2, 2004. The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: January 1, 2005.

Proposed charge expiration date: February 1, 2008.

Total requested for use approval: \$2,274,164.

Brief description of proposed projects: Aircraft rescue and fire fighting (ARFF)/snow removal equipment (SRE) building design, north general aviation apron, Taxiway A relocation, acquire snow removal equipment, land purchase, and acquisition of a localizer.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: All air traffic/commercial operators (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** and at the FAA Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice or other documents germane to the application in person at the Aspen/Pitkin County Airport.

Issued in Renton, Washington, on July 6, 2004.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 04-15849 Filed 7-12-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements, Agency Information Collection Activity Under OMB Review

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

ACTION: Federal Register notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice, with a 60-day comment period, was published on March 3, 2004 [69 FR 10097].

DATES: OMB approval has been requested by August 12, 2004.

FOR FURTHER INFORMATION CONTACT: Henrietta L. Spinner at the National Highway Traffic Safety Administration (NHTSA), Office of International Policy, Fuel Economy and Consumer Program (NVS-130), (202) 366-4802, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Agency: National Highway Traffic Safety Administration.

Title: 49 CFR 537, Automotive Fuel Economy Reports.

OMB Control Number: 2127-0019.

Type of Request: Extension of a currently approved collection.

Abstract: Section 32907 of Chapter 329 of Title 49 of the United States Code requires each automobile manufacturer (other than those low volume manufacturers which were granted an alternative fuel economy standard under section 32902 (d)) to submit semi-annual reports to the agency relating to that manufacturers' efforts to comply with average fuel economy standards. One report is due during the 30-day period preceding the beginning of each model year (the "pre-model year report") and the other is due during the 30-day period beginning on the 180th

day of the model year (the "mid-model year report").

Section 32907 (a)(1) of Chapter 329 provides that each report must contain a statement as to whether the manufacturer will comply with average fuel economy standards for that year, a plan describing the steps the manufacturer took or will take to comply with the standards, and any other information the agency may require. Whenever a manufacturer determines that a plan it has submitted in one of its reports is no longer adequate to assure compliance, it must submit a revised plan.

Affected Public: Business or other for profit organizations.

Estimated Total Annual Burden: 1, 957 hours.

Estimated Number of Respondents: 18.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW, Washington, DC 20503, Attention: NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective, if OMB receives it prior to August 12, 2004.

Issued on: July 2, 2004.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 04-15850 Filed 7-12-04; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement Program To Support Project To Increase Hispanic Safety Belt Use

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

ACTION: Notice; Announcement of a discretionary cooperative agreement(s) to support an occupant protection campaign to increase Hispanic safety belt use.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement opportunity to solicit support from organizations that serve the Hispanic community to implement a demonstration program to increase safety belt use and reduce fatalities and injuries among the Hispanic population. NHTSA anticipates funding an organization for a period of two years to administer a demonstration project in approximately two sites in a county or metropolitan area with a large concentration of Hispanic or Spanish-speaking new immigrants. The sites will be determined jointly by NHTSA and the successful applicant. This Notice solicits applicable State agencies (e.g., highway safety offices, motor vehicle administrations, law enforcement agencies, and others) non-profit, for-profit or not-for-profit organizations, or a consortium of agencies/organizations for funds to be available in fiscal year (FY) 2004. Interested applicants must submit an application package meeting the requirements set forth in the application section of this Notice. NHTSA will evaluate the applications to determine which proposal will receive funding under this announcement.

DATES: Applications must be received no later than August 12, 2004, at 1 p.m. Eastern Standard Time.

ADDRESSES: Application must be submitted to the U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Contracts and Procurements (NPO-220), ATTN: April L. Jennings, 400 7th Street SW., Room 5301, Washington, DC 20590. All applicants must include reference to NHTSA Cooperative Agreement Number DTNH22-04-H-05137.

FOR FURTHER INFORMATION CONTACT:

Questions may be directed to Ms. April L. Jennings, Office of Contracts and Procurement, NPO-220, 400 Seventh Street, SW., 20590 by e-mail (preferred method) at

April.Jennings@NHTSA.DOT.GOV or by phone at (202) 366-9571 no later than August 9, 2004. Interested parties are advised that no separate application packages exist beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:

Background

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency assigned to implement the National Initiative for Increasing Seat Belt Use Nationwide, being carried out under the Buckle Up America Campaign. Safety belts have proven to be the most effective occupant

protection device in saving lives and preventing injuries in motor vehicle crashes.

The use of safety belts in motor vehicles is less common in minority and low-income populations than in the general population. Motor vehicle crashes are the leading cause of death for Hispanics from ages 1-34 years old. A recent medical study showed that Hispanic drivers have a lower safety belt use than non-Hispanic whites, with correspondingly higher fatality rates in traffic crashes. These factors necessitate programs to increase safety belt use in this group.

Hispanics currently make up 13 percent of the U.S. population and are projected to make up 24 percent by the year 2050. As the percentage of Hispanics increases, it is anticipated that a greater proportion of future crash injuries and fatalities will come from the Hispanic community.

NHTSA's mission is to ensure that everyone is buckled up, and to develop and implement national activities that will generate positive change in safety belt and child safety seat use. NHTSA programs are tailored to meet the unique needs of communities, are evidence-based and use proven strategies, and rely on close collaborations and partnerships with community-based service providers.

As part of this on-going effort to define strategies that work best to increase safety belt use in Hispanics communities, NHTSA announces this demonstration program to explore ways to reduce injuries and fatalities among this group. Through this Cooperative Agreement, NHTSA anticipates increasing safety belt use in communities with large Hispanic populations and identifying effective strategies that can be replicated in other Hispanic communities across the Nation.

Objective

The objective of this demonstration program is to increase safety belt use among Hispanics. This will be accomplished through the selection of an organization to develop, oversee and evaluate new, culturally appropriate, occupant protection programs to raise safety belt and child restraint use within Hispanic communities. The program will be based in communities with large concentrations of Hispanics and will be developed to affect long-term behavioral changes. At the conclusion of this demonstration program, a detailed report outlining the strategies, successes, and challenges of the program will be compiled. The report