

governments, and businesses. The current estimated annual reporting burden is 231,064 hours.

2. 2120-0517, Airport Noise Compatibility Planning—14 CFR part 150. The respondents are those airport operators voluntarily submitting noise exposure maps and noise compatibility programs to the FAA for review and approval. FAA approval makes airport operators' noise compatibility programs eligible for discretionary grant funds set aside under the FAA Airport Improvement Program for that purpose. The current estimated annual reporting burden is 50,400 hours.

3. 2120-0675, 14 CFR part 139 Certification of Airports. This rule revises the current airport certification regulations and establishes certification requirements for airports serving scheduled air carrier operations in aircraft with 10-30 seats. The changes to 14 CFR part 139 result in additional information collections from respondents. The current estimated annual reporting burden is 52,993 hours.

Issued in Washington, DC, on October 5, 2004.

Judith D. Street,

FAA Information Collection Clearance Officer, APF-100.

[FR Doc. 04-22950 Filed 10-12-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for International Slots for the Summer 2005 Scheduling Season

AGENCY: Department of Transportation, FAA.

ACTION: Notice of submission deadline.

SUMMARY: This notice announces that the deadline for submitting requests for international slots at John F. Kennedy International Airport for allocation under 14 CFR 93.217 is October 25, 2004. Additionally, this notice announces that the FAA is changing the designation of Chicago O'Hare International Airport to a Schedules Facilitated Airport for all international arrivals for the Summer 2005 scheduling season.

DATES: Requests for international slots must be submitted no later than October 25, 2004.

ADDRESSES: Requests may be submitted by mail to Slot Administration Office, AGC-220 Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: 202-

267-7277; ARINC: DCAYAXD; e-mail address: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Lorelei Peter, Air Traffic and Operations Law Branch, Regulations Division, Office of the Chief Counsel, Federal Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: 202-267-3073.

SUPPLEMENTARY INFORMATION: On October 1, 1999, the FAA amended the regulations governing takeoff and landing slots and slot allocation procedures at certain high Density Traffic Airports to provide the deadline for submission of requests for international slots will be published in a **Federal Register** notice for each scheduling season. The purpose of the amendment is for the FAA deadline for international slots requests to coincide with the International Air Transport Association deadline for submission of international requests. In accordance with this amendment, the FAA announces that the deadline for submitting requests for international slots for allocation under 14 CFR 93.217 is October 25, 2004.

In August 2004, the FAA took steps to address the congestion and delays at O'Hare as a result of persistent overscheduling of flights at O'Hare during peak hours. The FAA established a temporary limit on the number of scheduled arrivals at O'Hare by domestic operators during the peak hours of 7 a.m. through 8:59 p.m. beginning November 1, 2004, through April 30, 2005. While the FAA order limiting these operations did not include a limit on international flights by foreign flag operators, the FAA believes that it is beneficial to work with requesting carriers to accommodate their operations but to avoid capacity problems to the greatest extent practicable. To facilitate this process, the FAA is designating O'Hare as a Schedules Facilitated Airport, Level 2 (SFA) for Air Traffic Control/runway movements, as specified under the International Air Transport Association (IATA) Worldwide Scheduling Guidelines. (We note that IATA already lists O'hare as an SFA/Level 2 airport for international passenger flights at Terminal 5.) As an SFA, carriers operating to or intending to operate to this airport should submit their proposed schedules to the FAA in advance, so that voluntary solutions to capacity issues can be addressed. The FAA could request carriers to consider scheduling operations at less congested periods, as necessary. Carriers should provide their schedules to the Slot Administration Office using one of the

various addresses provided in the **ADDRESSES** section above. The FAA will review all submitted schedules and individually advise carriers that there is capacity available to accommodate the operations or to request the carriers to schedule in less congested time periods.

Issued in Washington, DC on October 6, 2004.

Andrew B. Steinberg,

Chief Counsel.

[FR Doc. 04-22948 Filed 10-12-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 04-02-C-00-ROA To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Roanoke Regional Airport, Roanoke, VA

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 Roanoke Regional Airport (ROA) under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158). The FAA is changing the **Federal Register** Notice published Friday, October 1, 2004, to change the approve or disapprove date of the application, in whole or in part, no later than November 29, 2004. We are also changing the application number to identify this as ROAs' second application.

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

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Jacqueline L. Shuck, Executive Director, Roanoke Regional Airport of the Roanoke Airport Commission at the following address: Roanoke Regional Airport Commission, 5202 Aviation Drive, Roanoke, Virginia 24012-1148.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the public agency full name under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Terry J. Page, Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166; Telephone: 703-661-1354.

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 Roanoke Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 31, 2004, the FAA determined that the application to impose, use the revenue from, impose and use the revenue from a PFC submitted by Roanoke Regional Airport Commission was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 29, 2004.

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: Federal Aviation Administration, Eastern Region, 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 Roanoke Regional Airport Commission.

Issued in Dulles, Virginia on September 23, 2004.

Terry J. Page,

Manager, Washington Airports District Office, Eastern Region.

[FR Doc. 04-22949 Filed 10-12-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2004-19291]

Notice of Receipt of Petition for Decision That Nonconforming 1993 Mercedes Benz 190E Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 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 1993 Mercedes Benz 190E 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 (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is November 12, 2004.

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.

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 ("JK"), of Baltimore, Maryland (Registered Importer RI-90-006) has petitioned NHTSA to decide whether nonconforming 1993 Mercedes Benz 190E passenger cars are eligible for importation into the United States. The vehicles which JK believes are substantially similar are 1993 Mercedes Benz 190E passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1993 Mercedes Benz 190E passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

JK submitted information with its petition intended to demonstrate that non-U.S. certified 1993 Mercedes Benz 190E passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1993 Mercedes Benz 190E passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 109 *New Pneumatic Tires*, 113 *Hood Latch System*, 116 *Motor Vehicle Brake Fluids*, 118 *Power-Operated Window, Partition, and Roof Panel Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 211 *Wheel Nuts, Wheel Discs and Hub Caps*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*