

101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before November 15, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Ms. Lori Ledebom, PFC Contact, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Thomas C. Frungillo, Airport Manager of the Bradford Regional Airport Authority at the following address: Bradford Regional Airport, 212 Airport Road, Suite E, Lewis Run, Pennsylvania 16738

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Bradford Regional Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Lori Ledebom, PFC Contact, Harrisburg Airports District Office, 3905 Hartzdale Dr. Suite 508, Camp Hill, Pennsylvania 17011, (717) 730–2835. 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 use the revenue from a PFC at Bradford Regional 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 9, 2004, the FAA determined that the application to use the revenue from a PFC submitted by Bradford Regional Airport Authority 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 December 7, 2004.

The following is a brief overview of the application.

PFC Application No.: 04–03–U–00–AVP.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: May 1, 2003.

Proposed charge expiration date: December 1, 2009.

Total estimated PFC revenue: \$7,996.

Brief description of proposed project(s): Deicing Equipment.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operations 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 regional airports office located at: Eastern Region, Airports Division, AEA–610, 1 Aviation Plaza, Jamaica, New York 11434.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Bradford Regional Airport.

Issued in Camp Hill, PA, on September 10, 2004.

Lori Ledebom,

PFC Contact, Harrisburg Airports District Office, Eastern Region.

[FR Doc. 04–23074 Filed 10–13–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM112–05–001]

Process for Developing Instructions for Maintenance and Inspection of Fuel Tank Systems Required by SFAR 88

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of final policy on the process used by design approval holders to develop instructions for maintenance and inspection of the fuel tank systems of certain transport category airplanes, as required by Special Federal Aviation Regulation Number 88 (SFAR 88).

DATES: This final policy was issued by the Transport Airplane Directorate on October 6, 2004.

FOR FURTHER INFORMATION CONTACT: Michael Collins, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Safety Management Branch, ANM–112, 1601 Lind Avenue SW., Renton, WA 98055–4056; telephone (425) 227–2689; fax (425) 227–1149; e-mail: michael.collins@faa.gov.

SUPPLEMENTARY INFORMATION:

Disposition of Comments

A notice of proposed policy was published in the **Federal Register** on May 28, 2004 as Policy Statement No. PS–AMN100–04–10029. Seven commenters responded to the request for comments.

Background

This policy provides guidance for complying with the requirements in

Special Federal Aviation Regulation Number 88 (SFAR 88) for the preparation of instructions for maintenance and inspection of fuel tank systems in certain transport category airplanes. Paragraph 2(a) of SFAR 88 requires certain holders of Type Certificates (TCs) and Supplemental Type Certificates (STCs) of large transport airplanes to conduct a safety review of the fuel tank systems. The purpose of the safety review is to identify design features which may provide ignition sources in the fuel tank systems. Corrective actions, such as design changes, operational procedures, or maintenance may be necessary to eliminate those ignition sources.

The policy relates to Paragraphs 2(b) and 2(c)(2) of SFAR 88 which require that, based upon the safety review, the TC and STC holders develop instructions for maintenance and inspection of the fuel tank systems in order to maintain design features which preclude the existence or the development of an ignition source. The FAA intends that operators use those instructions to propose changes in their maintenance programs in order to maintain those design features for the operational life of the airplane.

The final policy is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

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

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04–23069 Filed 10–13–04; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected

burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 19, 2004. No comments were received.

DATES: Comments must be submitted on or before November 15, 2004.

FOR FURTHER INFORMATION CONTACT:

Michael Ferris, Maritime Administration, 400 7th Street SW., Washington, DC 20590. Telephone: 202-366-2324; FAX: 202-366-9580; or e-mail: michael.ferris@marad.dot.gov. Copies of this collection also can be obtained from that office.

SUPPLEMENTARY INFORMATION: Maritime Administration (MARAD).

Title: Subsidy Voucher—Operating Differential Subsidy (Bulk and Line Cargo Vessels).

OMB Control Number: 2133-0024.

Type of Request: Extension of currently approved collection.

Affected Public: Operators of bulk and liner vessels.

Forms: MA-790 and supporting schedules.

Abstract: The Merchant Marine Act 1936, authorizes the Secretary of Transportation to provide financial aid in the operation of contract vessels for bulk or liner cargo carrying services that help promote, develop, expand and maintain the foreign commerce of the United States. Vessel owners must submit documentation requesting the financial assistance to the Maritime Administration (MARAD).

Annual Estimated Burden Hours: Two hours.

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

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency'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 best assured of having its full effect if OMB receives it within 30 days of publication.

Authority: 49 CFR 1.66.

Issued in Washington, DC on October 8, 2004.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 04-23043 Filed 10-13-04; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2004-18765]

Frontal New Car Assessment Program (NCAP)

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).
ACTION: Notice, request for comments.

SUMMARY: The primary purpose of the New Car Assessment Program (NCAP) is to provide consumers with a measure of the relative safety of vehicles to aid them in their purchasing decisions. Since 1978, the testing procedures used for the frontal program have remained relatively unchanged. The frontal NCAP test procedure has been almost identical to the frontal barrier test procedure used in Federal Motor Vehicle Safety Standard (FMVSS) No. 208, except vehicles in frontal NCAP tests are tested at a speed 5 mph (8 km/h) faster than the belted test speed in FMVSS No. 208. The higher test speed allows us to observe differences in frontal crashworthiness performance more readily. However, recent amendments to FMVSS No. 208 will require vehicles manufactured after September 1, 2007, to meet the injury criteria of that standard at an increased test speed of 35 mph (56 km/h) for the belted 50th percentile male dummy, the same test speed as the current frontal NCAP test. Because the NCAP test would no longer be a higher test speed than the FMVSS test, the agency has been considering possible changes to NCAP. This document introduces and requests comments on some alternatives to the future of the frontal NCAP.

DATES: You should submit your comments early enough to ensure that Docket Management receives them not later than December 13, 2004.

ADDRESSES: Comments should refer to the docket number and be submitted by any of the following methods:

- *Federal Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Web Site:* <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site. Please note, if you are submitting

petitions electronically as a PDF (Adobe) file, we ask that the documents submitted be scanned using an Optical Character Recognition (OCR) process, thus allowing the agency to search and copy certain portions of your submissions.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the agency name and docket number. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Comment heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided.

Privacy Act: Anyone is able to search the electronic form of all petitions received into any of our dockets by the name of the individual submitting the petition (or signing the petition, 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: For technical issues surrounding the information in this document, please contact Mr. Nathaniel Beuse at (202) 366-1740. For legal issues surrounding this document, please contact Mr. Stephen Wood at (202) 366-4992. Both of these individuals may be reached by mail at the National Highway Traffic Safety Administration, 400 Seventh St. SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

I. Background

A. History of the Frontal New Car Assessment Program

B. Motivation To Revisit the Frontal NCAP

II. Worldwide Frontal New Car Assessment Program Test Procedures

A. European New Car Assessment Program

B. Japanese New Car Assessment Program

C. Australian New Car Assessment Program

D. Korean New Car Assessment Program

E. Insurance Institute for Highway Safety

III. Discussion of Options

A. Maintain Current Program

B. Changes to the Test Procedure

1. Increase Test Speed