

| Amendment No., city, state | Amendment approved date | Original approved net PFC revenue | Amended approved net PFC revenue | Original estimated charge exp. date | Amended estimated charge exp. date |
|-------------------------------------|-------------------------|-----------------------------------|----------------------------------|-------------------------------------|------------------------------------|
| 98-02-C-01-GUC, Gunnison, CO | 01/24/01 | 619,631 | 183,754 | 03/01/04 | 04/01/01 |
| 92-01-C-01-MSP, Minneapolis, MN | 01/24/01 | 66,355,682 | 92,714,464 | 08/01/94 | 08/01/95 |
| 94-02-C-03-MSP, Minneapolis, MN | 01/24/01 | 126,222,000 | 140,778,569 | 01/01/00 | 03/01/99 |
| 93-01-C-11-ORD, Chicago, IL* | 01/25/01 | 1,129,865,761 | 1,014,808,714 | 11/01/11 | 12/01/05 |
| 94-02-U-06-ORD, Chicago, IL* | 01/25/01 | NA | NA | 11/01/11 | 12/01/05 |
| 95-03-C-03-ORD, Chicago, IL* | 01/25/01 | NA | NA | 11/01/11 | 12/01/05 |
| 96-05-C-04-ORD, Chicago, IL* | 01/25/01 | NA | NA | 11/01/11 | 12/01/05 |
| 98-04-C-01-MSP, Minneapolis, MN* | 01/25/01 | 55,460,000 | 55,471,897 | 06/01/01 | 05/01/01 |
| 00-05-C-01-LSE, La Crosse, WI* | 01/25/01 | 689,028 | 689,028 | 04/01/03 | 08/01/02 |
| 94-01-C-02-BMI, Bloomington, IL* | 01/26/01 | 6,276,132 | 6,276,132 | 12/01/10 | 11/01/03 |
| 97-02-C-02-BMI, Bloomington, IL* | 01/26/01 | 21,894,432 | 21,808,432 | 12/01/10 | 10/01/17 |
| 00-05-C-01-MSP, Minneapolis, MN* | 01/26/01 | 106,873,838 | 106,873,838 | 03/01/03 | 12/01/02 |
| 99-02-C-01-MSO, Missoula, MT* | 01/26/01 | 1,985,000 | 1,985,000 | 08/01/03 | 06/01/02 |
| 99-02-C-01-MSO, Missoula, MT* | 01/26/01 | 1,500,000 | 1,500,000 | 06/01/06 | 02/01/04 |
| 98-05-C-01-GFK, Grand Forks, ND* | 01/26/01 | 1,398,163 | 1,398,163 | 09/01/04 | 06/01/03 |
| 99-05-C-02-MFR, Medford, OR* | 01/26/01 | 1,672,962 | 1,672,962 | 08/01/04 | 02/01/03 |
| 96-02-C-01-SLC, Salt Lake City, UT* | 01/29/01 | 66,291,558 | 61,882,646 | 09/01/01 | 07/01/01 |
| 99-04-C-01-CPR, Casper, WY* | 01/29/01 | 471,251 | 471,251 | 05/01/04 | 06/01/03 |
| 98-06-I-01-SJC, San Jose, CA* | 01/30/01 | 35,000,000 | 35,000,000 | 02/01/01 | 07/01/01 |
| 99-07-C-01-SJC, San Jose, CA* | 01/30/01 | 12,950,000 | 12,950,000 | 07/01/02 | 01/01/02 |
| 99-08-C-01-SJC, San Jose, CA* | 01/30/01 | 23,598,000 | 23,598,000 | 09/01/03 | 11/01/02 |
| 98-07-I-02-PHL, Philadelphia, PA* | 01/30/01 | 672,000,000 | 672,000,000 | 07/01/11 | 07/01/07 |
| 99-08-U-01-PHL, Philadelphia, PA* | 01/30/01 | NA | NA | 07/01/11 | 07/01/07 |

Note: The amendments denoted by an asterisk (*) include a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For all of the locations listed above as being approved to change the charge level, this change is effective on April 1, 2001.

Issued in Washington, DC, on February 21, 2001.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

[FR Doc. 01-5025 Filed 3-1-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Easterwood Field, College Station, TX

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 Easterwood Field under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).
DATES: Comments must be received on or before April 2, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division,

Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to John H. Happ, Director of Aviation, Easterwood Field at the following address: Mr. John H. Happ, Director of Aviation, 1 McKenzie Terminal Blvd., Suite 112, Easterwood Field, College Station, TX 77843-1583.

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

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

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 Easterwood Field under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 13, 2001, the FAA determined that the application to impose and use the revenue from a PFC

submitted by the Airport 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 May 22, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: September 1, 2002.

Proposed charge expiration date: November 1, 2005.

Total estimated PFC revenue: \$1,174,445.

PFC application number: 01-04-C-00-CLL.

Brief description of proposed project(s):

Projects To Impose and Use PFC's

1. Acquire two (2) Loading Bridges
2. Extend Taxiway H
3. Conduct Master Plan Study
4. Security Access Improvements
5. PFC Program Development Fees

Proposed class or classes of air carriers to be exempted from collecting PFC's: None.

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, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Easterwood Field, College Station, Texas.

Issued in Fort Worth, Texas on February 13, 2001.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 01-5026 Filed 3-1-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2000-8105; Notice 1]

Accuride Corporation; Receipt of Application for Decision of Inconsequential Noncompliance

Accuride Corporation of Evansville, Indiana, a major manufacturer of truck rims and wheels, has determined that approximately 3,700 20 x 7.5 FL side rings produced by Accuride de Mexico (AdM), Accuride's wholly-owned subsidiary, at its Monterrey, Mexico plant and Industria Automotriz S.A. de C.V. (IaSa), a Mexican corporation and Accuride's Mexican joint venture partner contain a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) 120, "Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Accuride has petitioned for a determination that this condition is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

The noncompliance relates to the mis-stamping of the marking of the rings. The stamped symbol which indicates the size and type of the ring, in this case was inadvertently stamped as "R7.5 x 20 FL" instead of "20 x 7.5 FL." Accuride states "All other stampings and markings required by FMVSS 120 and Accuride, including the part number and load rating, are correctly identified on each of the components in question. This ring marking is for information only and there is no safety-related issue potentially arising from the exclusion of these symbols on the rings." A total of approximately 896 rings were produced by AdM from

January 3, 2000 and February 18, 2000 and approximately 2,804 rings were produced by IaSa and sold by Accuride prior to January 3, 2000.

Accuride believes that there is no safety-related issue with respect to this equipment.

Interested persons are invited to submit written data, views, and arguments on the application described above. Comments should refer to the docket number and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below. Comment closing date: April 2, 2001.

(49 U.S.C. 301118, 301120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: February 26, 2001.

Stephen R. Kratzke,
Associate Administrator for Safety Performance Standards.

[FR Doc. 01-5111 Filed 3-1-01; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2001-8925, Notice 1]

Mazda Motor Corporation, Receipt of Application for Decision of Inconsequential Noncompliance

Mazda Motor Corporation has determined that all Mazda MPV minivans produced beginning with the 1989 model year through 2001 models manufactured prior to October 6, 2000, and all 1979 through 1993 Mazda B-Series pickup trucks do not meet the labeling requirements of paragraph 5.3 of Federal Motor Vehicle Safety Standard (FMVSS) No. 120 "Tire Selection and Rims for Motor Vehicles Other than Passenger Cars." This includes approximately 1,449,000 vehicles.

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Mazda has petitioned for a determination that this condition is inconsequential to motor vehicle safety and has filed an appropriate report

pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

The noncompliance with paragraph 5.3 of FMVSS 120 relates to labeling. The vehicles are all equipped with both certification labels required by 49 CFR Part 567 and tire information labels as specified in paragraph 5.3(b) of FMVSS 120. However the tire information labels do not include the appropriate gross vehicle weight rate (GVWR) and the gross axle weight rating (GAWR) as required.

Mazda supports its application for inconsequential noncompliance by stating that in all cases, the Part 567 certification labels that include the GVWR and GAWR information are located on the B-pillar and the tire information is located on the door, both of which are visible when the door is open. The information is also included in the owner's manual for all the subject vehicles beginning with the 1988 model year. Mazda believes that this noncompliance presents no risk to motor vehicle safety and therefore seeks exemption from the notification and remedy requirements.

Interested persons are invited to submit written data, views and arguments on the application described above. Comments should refer to the docket number and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below. Comment closing date: April 2, 2001.

(49 U.S.C. 301118, 301120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: February 26, 2001.

Stephen R. Kratzke,
Associate Administrator for Safety Performance Standards.

[FR Doc. 01-5112 Filed 3-1-01; 8:45 am]

BILLING CODE 4910-59-P