

PFC Level: \$4.50.
Total PFC Revenue Approved in this Decision: \$8,913,046.
Earliest Charge Effective Date: July 1, 2005.

Estimated Charge Expiration Date: August 1, 2011.

Class of Air Carriers Not Required to Collect PFC's: Non-scheduled part 135 and air taxi operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at the Capital City Airport.

Brief Description of Projects Approved for Collection and Use: Replace multi-user flight information display system. Replace security access control system. Overlay taxiway C and end of runway 24. Reconstruct terminal apron. Master

plan/part 150 update. Relocate rental car lot. National Pollutant Discharge Elimination System (NPDES) permit—mitigation phase II. NPDES permit—mitigation phase III. PFC consultation fees. Replace baggage claim equipment. Baggage claim expansion.

Brief Description of Projects Approved for Collection: Reconstruct taxiway fillets. Gate expansion. Purchase and install ground level loading bridges.

Decision Date: November 28, 2001.

FOR FURTHER INFORMATION CONTACT:

Arlene B. Draper, Detroit Airports District Office, (734) 487-7282.

Public Agency: City of Naples Airport Authority, Naples, Florida.

Application Number: 01-03-I-00-APF.

Application Type: Impose a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$850,000.

Earliest Charge Effective Date: February 1, 2002.

Estimated Charge Expiration Date: June 1, 2007.

Class of Air Carriers Not Required to Collect PFC's: Non-scheduled air carriers and charter flights using aircraft with less than 10 seats.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at the Naples Municipal Airport.

Brief Description of Project Approved for Collection: Rehabilitate and extend taxiway B.

Decision Date: November 30, 2001.

FOR FURTHER INFORMATION CONTACT:

Jennifer Ganley, Orlando Airports District Office, (407) 812-6331, extension 25.

AMENDMENTS TO PFC APPROVALS

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
95-01-03-SAN, San Diego, CA	08/23/01	\$97,705,000	\$105,896,731	09/01/00	03/01/01
98-02-C-01-SAN, San Diego, CA	08/23/01	28,089,000	49,972,839	01/01/02	06/01/03
*96-01-1-01-TVC, Traverse City, MI ...	10/25/01	14,846,381	14,846,381	01/01/17	01/01/17
*96-04-C-02-SMF, Sacramento, CA ...	10/31/01	78,993,780	78,993,780	04/01/06	02/01/03
93-01-C-01-RNO, Reno, NV	10/31/01	33,896,157	37,973,702	05/01/99	05/01/99
98-07-1-03-PHL, Philadelphia, PA	11/09/01	672,000,000	946,267,790	07/01/07	02/01/11
99-08-U-02-PHL, Philadelphia, PA	11/09/01	NA	NA	07/01/07	02/01/11

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 Sacramento, CA and Traverse City, MI, this change is effective on January 1, 2002.

Issued in Washington, DC, on December 12, 2001.
Barry Molar,
Manager, Airports Financial Assistance Division.
 [FR Doc. 01-31184 Filed 12-17-01; 8:45 am]
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION
 Federal Aviation Administration**

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Palm Beach International Airport, West Palm Beach, FL

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 use the revenue from a PFC at Palm Beach International Airport 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 January 17, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bruce V. Pelly, Director of Airports of the Palm Beach County Department of Airports at the following address: Palm Beach County Department of Airports, 846 Palm Beach International Airport, West Palm Beach, Florida 33406-1470.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Palm Beach County Department of Airports under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Vernon P. Rupinta, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 24. 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 Palm Beach International Airport 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 December 10, 2001, the FAA determined that the application to use the revenue from a PFC submitted by Palm Beach County Department of Airports 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 March 27, 2002.

The following is a brief overview of the application.

PFC Application No.: 02-06-U-00-PBI.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

December 1, 2000.

Proposed charge expiration date:

December 1, 2005.

Total estimated net PFC revenue: \$6,684,000.

Brief description of proposed project(s): Construct Taxiway "A" and Canal Relocation; Construct Perimeter Road.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators 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 Palm Beach County Department of Airports.

Issued in Orlando, Florida on December 10, 2001.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 01-31182 Filed 12-17-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-01-10911]

Reports, Forms, and Record Keeping Requirements

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

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before February 19, 2002.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, SW., Plaza 401, Washington, DC 20590. Docket No. NHTSA-01-10911.

FOR FURTHER INFORMATION CONTACT: Mr. Alan Block, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 6240, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) 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;

(ii) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) how to enhance the quality, utility, and clarity of the information to be collected; and

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

Buckle Up America Telephone Surveys 2002-2004

Type of Request—New information collection requirement.

OMB Clearance Number—None.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—December 31, 2004.

Summary of the Collection of Information—NHTSA proposes to conduct telephone surveys both

immediately before, and after, biannual national mobilizations carried out as part of the Buckle Up America (BUA) Campaign. Participation by respondents would be voluntary. The national mobilizations are conducted each year during May and November. The mobilizations are designed to increase seat belt and child restraint use through education and enforcement of restraint laws. NHTSA would conduct four survey waves per year over a three year period beginning in 2002. During each year, NHTSA would conduct a survey wave: (1) Immediately preceding the May Mobilization; (2) immediately following the May Mobilization; (3) immediately preceding the November Mobilization; and (4) immediately following the November Mobilization. Each survey wave would be composed of a national sample of 1200 respondents, as well as multiple independent State samples of 500 respondents each. An average of 25 independent State samples would be surveyed per survey wave across the three year period, producing an average of 13,700 total interviews per survey wave. Prior to each mobilization, NHTSA would select specific States to be included among the independent State samples based on mobilization activities planned within the States. The surveys would collect information regarding public awareness of the mobilization, public perceptions of enforcement of motor vehicle restraint laws, public attitudes concerning motor vehicle restraint use, and the public's reported use of motor vehicle restraint systems.

In conducting the proposed survey, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers would be used to minimize language barriers to participation. The proposed survey would be anonymous and confidential.

Description of the Need for the Information and Proposed Use of the Information

The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle crashes. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

Wearing a seat belt is the most effective action a person can take to avert death or injury in the event of a