

Class of Air Carriers Not Required To Collect PFC'S: Air taxis operating under Part 135 and filing FAA Form 1800-31.

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

Brief Description of Projects Approved for Collection and Use at a \$4.50 PFC Level: Replace automated weather

observing system III; Acquire aircraft rescue and firefighting vehicle (1500 gallon); Acquire snow removal vehicles; Remove obstructions runway 6/24 runway protection zone; Automated deicing containment facility; Conduct 5 year environmental assessment; Relocate runway end identifier lights system, runway 6; Update hold position markings; Rehabilitate and expand terminal apron; Security enhancements (conduct security study); Conduct terminal area plan; Conduct airport

geographic information system, phase II; Modify terminal building; Acquire land for runway approach—Emberton; Acquire aircraft rescue and firefighting safety equipment (fire suits); Design and construct deicing facility; Acquire handicap passenger boarding device; Design and construct snow removal storage building; PFC administration.

Decision Date: August 28, 2003.

For Further Information Contact: Lori Ledeborn, Harrisburg Airports District Office, (717) 730-2835.

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
96-01-I-04-BTV, Burlington, VT *	06/20/03	\$23,579,704	\$23,579,704	11/01/10	03/01/09
98-02-C-02-BTV, Burlington, VT *	6/20/03	40,000	40,000	12/01/10	04/01/09
00-03-C-02-BTV, Burlington, VT *	6/20/03	1,788,581	1,788,581	02/01/12	10/01/09
99-03-C-02-PLB, Plattsburgh, NY	07/31/03	7,264	7,090	02/01/99	12/01/98
98-05-C-03-MCO, Orlando, FL	08/01/03	111,734,000	113,965,696	01/01/01	03/01/01
99-06-C-02-MCO, Orlando, FL	08/01/03	95,772,673	86,619,348	05/01/03	04/01/03
00-07-C-01-MCO, Orlando, FL	08/01/03	174,364,294	187,429,617	04/01/08	08/01/08
02-09-C-01-MCO, Orlando, FL	08/01/03	219,494,000	222,974,000	02/01/17	09/01/17
99-03-C-02-JAN, Jackson, MS *	08/05/03	11,925,562	11,925,562	02/01/07	01/01/06
98-05-I-02-JAC, Jackson, WY	08/06/03	1,903,869	1,973,523	11/01/04	11/01/04
99-06-U-02-JAC, Jackson, WY	08/06/03	NA	NA	11/01/04	11/01/04
01-05-C-01-DLH, Duluth, MN	08/13/03	541,256	557,885	04/01/03	05/01/03
92-01-C-04-RSW, Fort Myers, FL *	08/14/03	244,799,120	156,035,674	12/01/15	03/01/11
93-02-U-02-RSW, Fort Myers, FL	08/14/03	NA	NA	12/01/15	03/01/11
94-03-U-01-RSW, Fort Myers, FL	08/14/03	NA	NA	12/01/15	03/01/11
97-04-U-01-RSW, Fort Myers, FL	08/14/03	NA	NA	12/01/15	03/01/11
99-02-C-02-CID, Cedar Rapids, IA	08/18/03	4,210,583	4,841,906	12/01/03	03/01/04
00-02-C-01-SBA, Santa Barbara, CA *	08/22/03	5,512,330	5,362,104	05/01/07	08/01/05
02-03-C-01-SBA, Santa Barbara, CA *	08/22/03	436,043	436,043	08/01/06	08/01/06
00-02-C-01-EKO, Elko, NV *	08/22/03	6,194,920	6,194,920	09/01/18	02/01/21
96-01-C-01-EWN, New Bern, NC *	08/28/03	10,681,398	10,681,398	05/01/22	11/01/24
98-02-U-01-EWN, New Bern, NC	08/28/03	NA	NA	05/01/22	11/01/24
92-01-C-03-UNV, University Park, PA	08/28/03	1,724,197	1,710,088	09/01/99	08/01/99
99-02-C-02-UNV, University Park, PA	08/28/03	1,597,102	1,227,852	10/01/04	08/01/03

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 Burlington, VT, this change is effective on August 1, 2003. For Jackson, MS, this change is effective on October 1, 2003. For Santa Barbara, CA, Fort Myers, FL, Elko, NV, and New Bern, NC, this change is effective on November 1, 2003.

Issued in Washington, DC, on October 31, 2003.

Frank San Martin,

Acting Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 03-28140 Filed 11-7-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Additional Requirements: Aquila GmbH Engine Mount Connection Design Criteria and Winglets for the Aquila GmbH AT01 JAR-VLA Airplane

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of issuance of design criteria.

SUMMARY: This notice announces the issuance of the design criteria for (a) fire protection of the connection between the metal structure of an engine mount and composite airframe and (b) structural substantiation of the winglets for the Aquila GmbH AT01. These additional provisions addressing JAR-VLA (Joint Aviation Requirements-Very Light Aircraft) parts 865, 1191, and 445 are the same as those issued by the airworthiness authority for Germany, the Luftfahrt-Bundesamt (LBA), in the original certification of the aircraft. The airplane will be certificated under the provisions of 14 CFR part 21, §21.29, as a 14 CFR part 21, §21.17(b), special class aircraft, JAR-VLA, using the requirements of JAR-VLA Amendment VLA/92/01 as developed by the Joint Aviation Authority, and under Title 14 of the Code of Federal Regulations.

EFFECTIVE DATE: October 20, 2003.

FOR FURTHER INFORMATION CONTACT: Mr. Karl Schletzbaum, Project Support Office, ACE-112, 901 Locust, Kansas City, Missouri 64106 or at telephone number 816-329-4146.

SUPPLEMENTARY INFORMATION:

Discussion of Comments

A notice of availability was published on September 2, 2003 (68 FR 56809). No comments were received, and the design criteria are adopted as proposed.

Design Criteria

This airplane will be certified under the requirements of JAR-VLA (Joint Aviation Requirements-Very Light Aircraft) Amendment VLA/92/01 as developed by the Joint Aviation Authority and 14 CFR part 21, § 21.17.

Additional Requirements: Engine Mount Connection Design Criteria

The Aquila AT01 is a full composite single-engine aircraft with the engine mount fitted to the glass fiber composite fuselage. The airplane will be certified to the requirements of JAR/VLA 865 (Fire protection of flight controls and other flight structure) and JAR/VLA 1191 (Firewalls). However, tests must be performed that demonstrate that the interface between the metallic engine mount and the glass fiber reinforced plastic fuselage withstand a fire for 15 minutes while carrying loads under the following conditions:

(a) With one lost engine mount fitting the loads are distributed over the remaining 3 engine mount fittings. The most critical of these fittings must be chosen for the test.

(1) The loads are:

(i) In Z-direction the mass of the propulsion unit multiplied by a maneuvering load factor resulting from a 30° turn for 15 minutes, superimposed by a maneuvering load of 3 seconds representing the maximum positive limit maneuvering load factor of $n=3.8$ arising from JAR/VLA 337(a).

(ii) In X-direction the engine propulsion force at maximum continuous power for 5 minutes.

(b) The flame to which the component test arrangement is subjected must provide a temperature of 500° C within the target area.

(c) The flame must be large enough to maintain the required temperature over the entire test zone, *i.e.*, the fitting on the engine compartment side.

(d) It must be shown that the test equipment, *e.g.*, burner and instrumentation are of sufficient power, size, and precision to yield the test requirements arising from paragraphs (a) to (c) above. Guidance will be drawn from advisory material AC 20-135 to AC 23-2.

Additional Requirements: Winglets

Since winglets, as a specific structural element, are not addressed in the JAR/VLA requirements, the following is required:

Compliance must be demonstrated to the requirements of JAR 23.445—Outboard fins or winglets.

Issued in Kansas City, Missouri, on October 20, 2003.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-28138 Filed 11-7-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2003-16467]

Notice of Request for the Extension of a Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to reinstate the following expired information collection:

49 U.S.C. Section 5310-Capital Assistance Program for Elderly Persons and Persons with Disabilities and Section 5311 Nonurbanized Area Formula Program

DATES: Comments must be submitted before January 9, 2004.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 10 a.m. to 5 p.m., *e.t.*, Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

FOR FURTHER INFORMATION CONTACT: Ms. Sue Masselink, Office of Program Management, (202) 366-2053.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

Title: 49 U.S.C. Section 5310-Capital Assistance Program for Elderly Persons and Persons With Disabilities and 49 U.S.C. Section 5311 Nonurbanized Area Formula Program (OMB Number: 2132-0500).

Background: The Capital Assistance Program for Elderly Persons and Persons

with Disabilities provides financial assistance for the specialized transportation service needs of elderly persons and persons with disabilities. The program is administered by the States and may be used in all areas, urbanized, small urban, and rural. The Nonurbanized Area Formula Program provides financial assistance for the provision of public transportation services in nonurbanized areas and this program is also administered by the States. 49 U.S.C. 5310 and 5311 authorize FTA to review applications for federal financial assistance to determine eligibility and compliance with statutory and administrative requirements. Information collected during the application stage includes the project budget, which identifies funds requested for project implementation; a program of projects, which identifies subrecipients to be funded, the amount of funding that each will receive, and a description of the projects to be funded; the project implementation plan; the State management plan; a list of annual certifications and assurances; and public hearings notice, certification and transcript. The applications must contain sufficient information to enable FTA to make the findings required by law to enforce the program requirements. Information collected during the project management stage includes an annual financial report, an annual program status report, and pre-award and post-delivery audits. The annual financial report and program status report provide a basis for monitoring approved projects to ensure timely and appropriate expenditure of federal funds by grant recipients.

Respondents: State and local government, business or other for-profit institutions, non-profit institutions, and small business organizations.

Estimated Annual Burden on Respondents: 102.44 hours for each of the respondents.

Estimated Total Annual Burden: 11,370 hours.

Frequency: Annual.

Issued: November 4, 2003.

Rita L. Wells,

Associate Administrator for Administration.
[FR Doc. 03-28188 Filed 11-7-03; 8:45 am]

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