

Aviation Administration, Small Airplane Directorate, Aircraft Certification Service, Regulations and Policy (ACE-111), 901 Locust Street, Kansas City, Missouri 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Pete Rouse, Standards Office, Small Airplane Directorate, Aircraft Certification Service, Kansas City, Missouri 64106, telephone (816) 329-4135, fax (816) 329-4090; e-mail [peter.rouse@faa.gov](mailto:peter.rouse@faa.gov).

**SUPPLEMENTARY INFORMATION:** Any person may obtain a copy of this proposed policy statement by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. A copy of the policy statement will also be available on the Internet at <http://www.airweb.faa.gov/> Policy within a few days.

*Comments Invited:* We invite interested parties to submit comments on the proposed policy statement. Commenters must identify PS-ACE100-2004-10024 and submit comments to the address specified above. The FAA will consider all communications received on or before the closing date for comments before issuing the final policy statement. The proposed policy statement and comments received may be inspected at the Standards Office (ACE-110), 901 Locust, Room 301, Kansas City, Missouri, between the hours of 8:30 and 4 p.m. weekdays, except Federal holidays by making an appointment in advance with the person listed under **FOR FURTHER INFORMATION CONTACT**.

*Background:* Installation of an EEC into part 23 airplanes may include design features not envisioned when 14 CFR, part 23 was created. This policy highlights areas where special conditions may be appropriate for these installations. However, appropriate special conditions for each installation must be determined on a case-by-case basis in accordance with 14 CFR, part 21, § 21.16, § 21.17, and 14 CFR, part 11.

Installing an EEC in a small certificated airplane design is not considered a design change so substantial that it would require a new airplane Type Certificate (TC) under 14 CFR, part 21, § 21.19. Therefore, it is considered appropriate to install an approved EEC into a certificated airplane using the STC or ATC process.

Proposed EEC installations, whether supplemental, amended, or new TC projects will be considered significant as defined in Order 8100.5, paragraph 103j. Accordingly, the FAA is proposing and requesting comments on PS-ACE100-2004-10024.

Issued in Kansas City, Missouri, on July 7, 2004.

**James E. Jackson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 04-16853 Filed 7-22-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. PS-ANM100-2003-10019]

#### Evaluating a Seat Armrest Cavity for a Potential Fire Hazard

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of final policy.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of final policy on evaluating a seat armrest cavity for a potential fire hazard.

**DATES:** This final policy was issued by the Transport Airplane Directorate on July 14, 2004.

**FOR FURTHER INFORMATION CONTACT:** Michael T. Thompson, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, ANM-115, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1232; e-mail: [michael.t.thompson@faa.gov](mailto:michael.t.thompson@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Disposition of Comments

A notice of proposed policy was published in the **Federal Register** on February 3, 2004 (69 FR 5242). Two (2) commenters responded to the request for comments, and indicated their concurrence with the proposed policy.

##### Background

Due to concerns about trapped waste material being a potential fire hazard, the FAA requested seat armrest cavities be either completely enclosed or have an open bottom. Subsequent FAA research determined that for typical armrest cavities, these conditions do not need to be met to prevent a fire hazard. The policy proposed on February 3, 2004, would change the earlier FAA position that armrest cavities be enclosed or open at the bottom.

The final policy as well as the disposition of comments received 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 be

contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on July 14, 2004.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 04-16848 Filed 7-22-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2004-18671]

#### 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 extend the following currently approved information collection: Charter Service Operations.

**DATES:** Comments must be submitted before September 21, 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. Elizabeth Martineau, Office of the Chief Counsel, (202) 366-1936.

**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:* Charter Service Operations  
(OMB Number: 2132-0543).

*Background:* All applicants for financial assistance from FTA are required by 49 U.S.C. Section 5323(d) to enter into a charter bus agreement with the Secretary of Transportation (delegated to the Administrator of FTA in 49 CFR Section 1.51(a)). This statute provides protections for private intercity charter bus operators from unfair competition by FTA recipients. The Comptroller General interpreted the statutory definition of "mass transportation" [49 U.S.C. Section 5302(a)(7)] to permit FTA recipients to provide charter bus service with FTA-funded facilities and equipment if the service is "incidental" to the provision of mass transportation service. The Comptroller General's interpretation regarding "incidental use" is implemented in FTA's charter service regulation, 49 CFR Part 604.

All applicants for financial assistance under 49 U.S.C. Sections 5309, 5336, or 5311 are required by 49 CFR Section 604.7 to include two copies of a charter bus agreement with the first grant application submitted after the effective date of the rule. The applicant signs the agreement, but FTA executes it only upon approval of the application. This is a one-time submission with incorporation by reference in subsequent grant applications. If a recipient desires to provide charter service, 49 CFR Section 604.11 requires recipients to provide notice to all private charter operators to submit written evidence demonstrating that they are willing and able to provide the charter service the recipient is proposing to provide. The notice must be published annually in a newspaper and sent to all private charter operators in the proposed geographic area, to any private charter operator that requests notice, and to the United Bus Owners of America and the American Bus Association, the two trade associations to which most private charter operators belong. Recipients are required by 49 CFR Section 604.13 to review the evidence submitted.

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

*Estimated Annual Burden on Respondents:* 1.2 hours for each of the 1,656 respondents.

*Estimated Total Annual Burden:* 1,984 hours.

*Frequency:* Annual.

Issued: July 19, 2004.

**Ann M. Linnertz,**

*Deputy Associate Administrator for Administration.*

[FR Doc. 04-16843 Filed 7-22-04; 8:45 am]

**BILLING CODE 4910-57-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2004-18667; Notice 1]

#### Reports, Forms and Record Keeping Requirements

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

**ACTION:** Notice.

**SUMMARY:** Before a Federal agency can collect certain information from the public, the agency must receive approval from the Office of Management and Budget ("OMB"). Under procedures established by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. In compliance with the Paperwork Reduction Act of 1995, this notice describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be submitted on or before September 21, 2004.

**ADDRESSES:** Comments must refer to the docket number cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided by also addressing its OMB Clearance Number. You may also submit your comments to the docket electronically. Documents may be filed electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to obtain instructions for filing the document electronically.

Comments may also be submitted by fax at 202-493-2251.

For further assistance, you may call Docket Management at 202-366-1918. You may also visit the Docket and submit comments by hand delivery from 9 a.m. to 5 p.m., Monday through Friday, except on Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** For questions contact Michael Kido in the Office of the Chief Counsel at the

National Highway Traffic Safety Administration, telephone (202) 366-5263. Please identify the relevant collection of information by referring to its OMB Clearance Number.

#### 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 extension of clearance for a currently approved collection of information:

#### Confidential Business Information

*Type of Request*—Extension of clearance.

*OMB Clearance Number*—2127-0025.

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

*Requested Expiration Date of Approval*—Three (3) years from the date of approval of the collection.

*Summary of the Collection of Information*—Each person who submits information to the agency and seeks to have the agency withhold some or all of that information from disclosure under the Freedom of Information Act ("FOIA"), 5 U.S.C. 552, must provide the agency with sufficient support that justifies the confidential treatment of that information. In addition, a request for confidential treatment must be accompanied by: (1) A complete copy of