

Class of air carriers not required to collect PFC's: None.

Brief description of projects approved for collection and use: Acquire snow removal equipment.

Decision date: May 23, 2003.

FOR FURTHER INFORMATION CONTACT:
Sandra E. DePottay, Minneapolis
Airports District Office, (612) 713-4363.

Public agency: County of Montrose,
Montrose, Colorado.

Application number: 03-02-C-00-MTJ.

Application type: Impose and use a PFC.

PFC level: \$4.50.

Total PFC revenue approved in this decision: \$821,694.

Earliest charge effective date: August 1, 2003.

Estimated charge expiration date:
October 1, 2011.

Class of air carriers not required to collect PFC's: None.

Brief description of projects approved for collection and use:

Construct a portion of taxiway A.

Rehabilitate taxiway B and a portion of the general aviation apron.

Construct aircraft rescue and firefighting/snow removal equipment building.

Rehabilitate a portion of general aviation apron.

Rehabilitate a portion of general aviation apron and runway 13/31.

Extend runway 17 safety area.

Decision date: May 30, 2003.

FOR FURTHER INFORMATION CONTACT:
Christopher Schaffer, Denver Airports
District Office, (303) 342-1258.

AMENDMENTS TO PFC APPROVALS

Amendment number 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
01-02-C-01-SDF, Louisville, KY.	03/18/03	\$16,398,940	\$15,678,940	06/01/18	04/01/18
98-03-C-03-DCA, Arlington, VA.	03/27/03	46,823,287	53,846,780	11/01/03	02/01/04
93-01-C-04-DCA, Arlington, VA.	04/22/03	166,739,069	166,410,356	04/01/02	04/01/02
00-04-C-01-TUL, Tulsa, OK.	04/25/03	13,500,000	17,900,000	07/01/03	07/01/04
*97-04-C-02-LAX, Los Angeles, CA.	04/28/03	440,000,000	700,000,000	01/01/04	12/01/05
*96-01-C-01-HIB, Hibbing, MN.	04/29/03	338,299	338,299	10/01/04	05/01/06
96-02-C-02-IND, Indianapolis, IN.	05/21/03	21,275,922	11,869,241	04/01/02	10/01/01

(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 Los Angeles, CA and Hibbing, MN, this change is effective on July 1, 2003.)

Issued in Washington, DC. on June 11, 2003.

Jaime Duran,

*Acting Manager, Financial Analysis and
Passenger Facility Charge Branch.*

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Tire Defect Petition

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, by Lisoni & Lisoni, Attorneys at Law, and the Law Offices of Steven E. Weinberger, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety in Firestone Steeltex light truck radial tires. After a review of the petition and other information, NHTSA has concluded that further expenditure of the agency's investigative resources on the issues raised by the petition does not appear warranted. The agency accordingly has denied the petition. The

petition is hereinafter identified as DP02-011.

FOR FURTHER INFORMATION CONTACT: Mr. Gregory Magno, Safety Defects Engineer, Vehicle Control Division, Office of Defects Investigation (ODI), NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-0139.

SUPPLEMENTARY INFORMATION:

Petition Analysis—DP02-011

Introduction

On September 29, 2000, the Office of Defects Investigation (ODI) initiated a Preliminary Evaluation (PE00-040) of Firestone Steeltex tires manufactured by Bridgestone/Firestone, Inc. (Firestone), based on 169 Vehicle Owners Questionnaires (VOQ), 167 of which were received in August and September of 2000.¹ Eight crashes involving twelve injuries and two deaths related to separation of the tread and top belt from the tire carcass (tread separation) were alleged at that time. Under investigation in that PE were all Firestone Steeltex Radial R4S, R4S II, and A/T tires manufactured since 1990.

ODI closed PE00-040 on April 9, 2002, based upon low failure rates, noting that Steeltex tire lines are used in very severe tire applications (e.g., motorhomes, commercial trucks, full-

sized passenger vans, sport-utility vehicles, and pickup trucks). At the time ODI closed the investigation, it was aware of 872 relevant VOQs and 39 vehicle crashes, 24 of which involved an injury or death. These resulted in eight deaths and 40 injuries.

Subsequent to the closing of PE00-040, the Petitioners requested that the National Highway Traffic Safety Administration (NHTSA) reopen its Steeltex tire investigation.² According to the Petitioners, a reopening was warranted based on an overwhelming number of complaints that had been filed on the subject tires. ODI initiated a technical review (DP02-011) of the Petition in accordance with 49 CFR part 552 on November 26, 2002. To support this review, ODI requested that the Petitioners furnish additional documentation to substantiate their allegations. Since that time, the

² Specifically, on November 15, 2002, ODI received a document entitled "A Petition to The National Highway Traffic Safety Administration . . . Subject: Investigation of Defects Present in Bridgestone/Firestone Steeltex tires (models: R4S, R4SII, A/T)" (Petition). After reviewing the document, ODI construed it as a request to reopen PE00-040. The Petition was co-submitted by Lisoni & Lisoni, Attorneys at Law and the Law Offices of Steven E. Weinberger, both in Pasadena, CA (Petitioners). The Petitioners represent plaintiffs Roger Littell, Louann Pleasant, and all others similarly situated in a class action lawsuit against Bridgestone/Firestone, filed on August 12, 2002, in the Superior Court of California for Riverside County.

¹ References to VOQs herein include all consumer complaints registered in the ODI complaint database.