Estimated Charge Expiration Date: January 1, 2001 (at each airport).

Class of Air Carriers not Required to Collect PFC'S: Part 298 Air taxis, with the exception of commuter air carriers.

Determination: Approved. Based on information submitted in the public agency's applications, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at each airport. Although the Port Authority proposed the same class at each airport, the members of the class are different at each airport. Carriers should review the specific application or consult with the Port Authority to determine if they are

members of the class excluded from PFC collection at either EWR, JFK, or LGA.

Brief Description of Project Approved for Use of PFC Revenue: EWR monorail.

Brief Description of Project Approved for Collection and use: EWR landside access project—phase 1A.

Brief Description of Project Approved for Collection: EWR ground access monorail-Northeast Corridor connection, Automated guideway transit (AGT) system—Howard Beach component.

Brief Description of Disapproved Project: AGT system—LGA on-airport component.

Determination: Disapproved. The Port Authority's justification for this project is entirely dependent on the

construction of the entire AGT system. Completion of the entire system appears to be uncertain at this time. The Port Authority has not provided information showing that this project has independent utility as a separate on-airport system. Therefore, the FAA has determined that the LGA on-airport component does not meet the requirements of § 158.15(a) or (b), nor has the Port Authority provided adequate justification for the project as a stand-alone project as currently proposed.

Decision Date: July 31, 1995.

FOR FURTHER INFORMATION CONTACT: Philip Brito, New York Airports District Office, (516) 295–9340.

AMENDMENTS TO PFC APPROVALS

Amendment No., city, state	Amendment approved date	Amended approved net PFC revenue	Original ap- proved net PFC revenue	Original esti- mated charge exp. date	Amended esti- mated charge exp. date
93–01–C–ORD, Chicago, IL	07/07/95 06/09/95	\$481,806,170 23,847,550 321,200 1,725,724	\$531,187,544 \$20,737,000 321,200 1,230,731	10/01/99 09/01/95 05/01/97 11/01/96	09/01/98 10/01/95 05/01/97 09/01/97

Issued in Washington, DC on August 4, 1995.

Sheryl Scarborough,

Acting Manager, Passenger Facility Charge Branch.

[FR Doc. 95–19905 Filed 8–10–95; 8:45 am] BILLING CODE 4910–13–M

National Highway Traffic Safety Administration

[Docket No. 93-93; Notice 2]

Century Products Co. Grant of Petition for Determination of Inconsequential Noncompliance

Century Products Company (Century) of Macedonia, Ohio, determined that some of its child safety seats failed to comply with the flammability requirements of 49 CFR 571.213, "Child Restraint Systems," Federal Motor Vehicle Safety Standard (FMVSS) No. 213, and filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." Century also petitioned to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301 (formerly the National Traffic and Motor Vehicle Safety Act) on the basis that the noncompliance is inconsequential as it relates to motor vehicle safety.

Notice of receipt of the petition was published on December 29, 1993, and an opportunity afforded for comment (58 FR 68985). No comments were received. This notice grants the petition.

Paragraph S5.7 of FMVSS No. 213 states that "[e]ach material used in a child restraint system shall conform to the requirements of S4 of FMVSS No. 302 (Flammability of Interior Materials) (571.302)." Paragraph S4.3(a) of FMVSS No. 302 states that "[w]hen tested in accordance with S5, material described in S4.1 and S4.2 shall not burn, nor transmit a flame front across its surface, at a rate of more than 4 inches per minute." Paragraph S4.2.1 of FMVSS No. 302 states that "[a]ny material that does not adhere to other material(s) at every point of contact shall meet the requirements of S4.3 when tested separately."

From December 1991 to May 1993, Century manufactured and sold 192,824 Model 4594 and 4595 child safety seats that did not comply with the flammability requirements of FMVSS No. 213. On June 7, 1993, NHTSA informed Century that, when its Model 4595 child safety seat was tested by a NHTSA contractor, the fabric seat cover failed to meet the Standard No. 213 flammability requirements (Century's Model 4594 has the same construction as its Model 4595). The contractor tested six samples of the seat covers, yielding burn rates of between 6.3 and 7.6 inches per minute.

The seats in question are constructed of fabric, fiberfill, and backing. The covers on these seats are formed by

sewing three sections together: The left side, the right side, and the center. Each section is fully sewn around its perimeter and the three sections are sewn together. The entire perimeter of the cover is then permanently and completely sewn together with an overlock to assure that the layers are securely attached. There is additional stitching surrounding the buckle openings and belt loop areas. Because of the construction of the seats, Century decided that testing the fabric, fiberfill, and backing together (composite testing) would be appropriate. However, Century subsequently agreed that the exterior material of the seat cover "does not adhere to other material(s) at every point of contact," and that therefore, pursuant to Paragraph S4.2.1 of FMVSS No. 302, the seat covers are "required to meet the requirements of S4.3 when tested separately.'

Century supported its petition for an exemption from the recall requirements of the statute with the following arguments and also submitted test reports. All of these submissions are available for review in the NHTSA docket.

Under FMVSS No. 213, Section S5.7, "each material used in a child restraint system shall conform to the requirements of S4 of FMVSS No. 302." 49 CFR 571.213 S5.7 (1992). FMVSS No. 302 sets the standard for the flammability of materials used in the interior of motor vehicles. The purpose of FMVSS No. 302 is to "reduce the deaths and injuries