

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Rule on Application 03-06-C-00-GPT To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Gulfport International Airport, Gulfport, MS**

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 impose and use the revenue from a PFC at Gulfport International Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before December 20, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA/Airports District Office, 100 West Cross Street, Suite B, Jackson, Mississippi 39208-2307. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bruch Frallic, Executive Director of the Gulfport-Biloxi Regional Airport Authority at the following address: 14035-L Airport Road, Gulfport, MS 39503.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Gulfport-Biloxi Regional Authority under §158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Jackson Airports District Office, Patrick D. Vaught, Program Manager, 100 West Cross Street, Suite B, Jackson, MS 39208-2307, (601) 664-9885. 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 impose and use the revenue from PFC at Gulfport International Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On November 7, 2002 the FAA determined that the application to impose and use the revenue from a PFC submitted by Gulfport-Biloxi Regional Airport Authority was substantially complete within the requirements of §158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 22, 2003.

The following is a brief overview of the application.

Proposed charge effective date: July 1, 2003.

Proposed charge expiration date: August 31, 2012.

Level of the proposed PC: \$4.5.

Total estimated PC revenue: \$14,722,349.

Brief description of proposed project(s): Terminal Expansion: Baggage Claim Area, Baggage Screening Area, Security Screening Checkpoint, Flight Information Display System and Baggage Information Display System, Baggage Claim PHD II & 2nd Floor Expansion, and Airline Security Reimbursement.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Gulf Port-Biloxi Regional Airport Authority.

Issued in Jackson, Mississippi on November 7, 2002.

Wayne Atkinson,

Manager, Jackson Airports District Office.

[FR Doc. 02-29460 Filed 11-19-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PPC) at Southwest Georgia Regional Airport, Albany, GA**

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 impose and use the revenue from a PPC at Southwest Georgia Regional 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 December 20, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Federal Aviation Administration, DOT, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Richard C. Howell, Airport Director of the Albany-Dougherty County Aviation Commission (ADCAA) at the following address: 3905 Newton Road, Albany, Georgia 31707-3460.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the ADCAA under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Philip Cannon, Program Manager, Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747. (404) 305-7152.

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 impose and use the revenue from a PFC at Southwest Georgia Regional 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 November 6, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by ADCAA was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 8, 2003.

The following is a brief overview of the application.

PFC Application No.: 03-03-C-00-ABY.

Level of the proposed PFC: \$4.50.

Proposed charged effective date: August 1, 2003.

Proposed charged expiration date: July 1, 2006.

Total estimated PFC revenue: \$456,648.

Brief description of proposed project(s):

1. Airfield fence/locks replacement.
2. Baggage claim enclosure.
3. Terminal environmental (phase I).
4. PFC application charges.
5. AIP local share reimbursement, rapid response ARFF vehicle and ARFF generator.
6. AIP local share reimbursement, design cargo apron—phase I and II and install runway visual guidance system.
7. AIP local share reimbursement, construct cargo apron—phase I and II.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 air taxi/commercial operators.

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 ADCAA.

Issued in College Park, Georgia, on November 7, 2002.

Scott L. Seritt,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 02-29444 Filed 11-19-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2002-13840]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before January 21, 2003.

FOR FURTHER INFORMATION CONTACT: Lennis Fludd, Maritime Administration, 400 Seventh St., SW., Washington, DC 20590. Telephone: 202-366-2308; FAX: 202-366-9580, or E-MAIL: lennis.fludd@marad.dot.gov.

Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Records Retention Schedule.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0501.

Form Numbers: None.

Expiration Date of Approval: Three years from approval by the Office of Management and Budget.

Summary of Collection of Information. Section 801, Merchant Marine Act, 1936, as amended, requires retention of financial records pertaining to financial assistance programs for ship construction and ship operations. These records are required to be retained to permit proper audit of pertinent records at the conclusion of a contract.

Need and Use of the Information: The information will be used to audit

pertinent records at the conclusion of a contract when the contractor was receiving financial assistance from the government.

Description of Respondents: U.S. shipping companies.

Annual Responses: 3.

Annual Burden: 150 hours.

Comments: Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EDT (or EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

By Order of the Maritime Administrator.

Dated: November 14, 2002.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-29408 Filed 11-19-02; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Finance Docket No. 33928]

Norfolk Southern Corporation and Norfolk Southern Railway—Construction and Operation in Indiana County, PA

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of availability of environmental assessment and request for comments.

SUMMARY: The Norfolk Southern Corporation and Norfolk Southern Railway (Norfolk Southern) has petitioned the Surface Transportation Board (Board) for authority to construct and operate a 5.26-mile line of railroad between Saltsburg and Clarksburg, in Indiana County, Pennsylvania (the Saltsburg Connection). The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) has

prepared a Environmental Assessment (EA) for this project. Based on the information provided and the environmental analysis conducted to date, the EA preliminarily concludes that this proposal should not significantly affect the quality of the human environment if the recommended mitigation measures set forth in the EA are implemented.

Accordingly, SEA recommends, that if the Board approves this project, Norfolk Southern be required to implement the mitigation set forth in the EA. Copies of the EA have been served on all interested parties and will be made available to additional parties upon request. SEA will consider all comments received when making its final environmental recommendation to the Board. The Board will consider SEA's final recommendations and the complete environmental record in making its final decision in this proceeding.

DATES: The EA is available for public review and comment for 30 days. Parties should provide written comments to the Board no later than December 19, 2002.

ADDRESSES: Comments (an original and 10 copies) regarding this EA should be submitted in writing to: Surface Transportation Board, Case Control Unit, 1925 K Street, NW, Suite 700, Washington, DC 20423 to the attention of Ms. Phillis Johnson-Ball, Environmental Comments, Finance Docket 33929.

FOR FURTHER INFORMATION CONTACT: Ms. Phillis Johnson-Ball, Environmental Project Manager, at (202) 565-1530 (TDD for the hearing impaired (1-800-877-8339)). To obtain a copy of the EA, contact Da 2 Da Legal, 1925 K Street, NW., Washington, DC 20006, phone (202) 293-7776 or visit the Board's Web site at <http://www.stb.dot.gov>.

SUPPLEMENTARY INFORMATION: The construction and operation of the Saltsburg Connection is part of a larger Norfolk Southern project, the Keystone Project, which would also involve the rehabilitation of 10.89 miles of an out-of-service line between Clarksburg and Shelocta and the modification of the existing Keystone Connection near Shelocta by the addition of 1,450 feet of new single track that will connect the rehabilitated Clarksburg Segment with an existing industrial track that services the Keystone Plant. The Keystone Project would create a new route from the south, the Southern Route, for Norfolk Southern to serve the Keystone Plant. The proposed rehabilitation of the Clarksburg Segment and the modification of the Keystone Connection are not actions before the