

2002, for all other category aircraft, engines, and propellers. The rule requires, among other things, that an applicant for a change to a type certificate must show the changed product complies with the certification requirements in effect on the date of application. (14 CFR 21.101(a)). The rule also states the applicant may show the changed product complies with an earlier amendment of a regulation if the Administrator determines the change is "not-significant." (14 CFR 21.101(b)(1)). Specifically, determining the appropriate certification basis for each design change requires an assessment against the automatic criteria of "significant" as stated in the rule, coupled with the Administrator's discretionary right to consider the extent of the changes and related revisions to the regulations. (14 CFR 21.101(b)(1)(i) and (ii)).

On August 8, 2001, the FAA also published AC 21.101-1, providing guidance for the applicant to comply with the amended regulations for the certification of changes to transport category airplanes and restricted category airplanes that have been certified using transport category regulations.

During the fifteen months since publishing the rule, FAA, Transport Canada Civil Aviation, European Joint Aviation Authorities, and industry developed guidance material in the form of an advisory circular, a draft FAA Notice, and related training materials. The aviation industry has questioned the ability to standardize administrative procedures, raising a concern that implementation of the rule may not be uniform among the aviation manufacturing communities, both domestic and international. Based on this concern, FAA wants to ensure the implementation procedures for the rule provide for an equal and balanced application for all manufacturers, both domestic and international, and do not place an undue burden on FAA Aircraft Certification Offices and other civil aviation authorities. Accordingly, the FAA published a delay of all the compliance dates in the rule (66 FR 56989, November 14, 2001) to June 10, 2003.

Advisory Circular (AC)

To ensure a uniform application of this rule as it pertains to FAA's determination of "significant" and "not-significant" design changes, FAA has worked closely with the Joint Aviation Authorities and Transport Canada Civil Aviation to develop AC 21.101-1 Change 1. This advisory circular addresses the standardization concerns

that precipitated the delay in implementing the rule until June 10, 2003, for all categories of aircraft, engines, and propellers.

AC 21.101-1 Change 1, will provide guidance for the applicant to comply with the amended regulations for the certification of changes to all aeronautical products. This AC will supersede Advisory Circular 21.101-1, dated August 8, 2001.

Issued in Washington, DC, on April 12, 2002.

David W. Hempe,

Manager, Aircraft Engineering Division.

[FR Doc. 02-9935 Filed 4-18-02; 2:31 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare an Environmental Impact Statement, Panama City-Bay County International Airport, Panama City, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Intent.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to announce to the public that an Environmental Impact Statement (EIS) will be prepared to consider alternatives to meet forecast growth in aviation demand in the Panama City-Bay County region.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Lane, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024, 407/812-6331, Extension 29.

SUPPLEMENTARY INFORMATION: The Panama City-Bay County International Airport (PFN), owned and operated by the Panama City-Bay County Airport and Industrial District (Sponsor), is located approximately five miles northwest of the central business district of Panama City, Florida. PFN has two 150-foot wide runways, Runway 5-23 and Runway 14-32. Runway 5-23 measures 4,888 feet in length and is primarily used by general aviation aircraft. Runway 14-32, with a length of 6,304 feet, serves as the primary runway for commercial airline service at PFN.

During the 1990s, an Environmental Assessment was initiated by the Sponsor to consider alternatives to provide an 8,000-foot runway at PFN. This study recommended an extension of Runway 14-32 to the northwest into Goose Bayou. However, the proposed

extension would have environmental impacts to Class II waters that are protected under Florida state law. Due to opposition to the runway extension, the Environmental Assessment was deferred in 1998.

With support from the FAA and the Florida Department of Transportation (FDOT), the Sponsor initiated an effort in 1999 to study the feasibility of relocating or expanding the existing airport facilities. The *Feasibility Study* resulted in a determination that relocation of the airport was technically feasible. In 2000, the Sponsor completed a *Site Selection Study* to assist the Sponsor in deciding a preferred location of a relocated airport. The *Site Selection Study* recommended a preferred site, located north of County Road 388, east of State Road 79, south of State Road 20, and west of State Road 77. Relocation of the airport to the preferred site is the Sponsor's proposed project.

On November 7, 2001, the FAA published in the **Federal Register** a Notice of Intent to prepare an environmental Assessment to consider alternatives to meet forecast growth in aviation demand in the Panama City-Bay County region. Agency and public scoping meetings were held on December 13, 2001. Following review of written comments submitted by agencies and the public, and review of available information regarding the potential for significant environmental impacts, including impacts to 1,400–1,800 acres of wetlands, the FAA has determined that an Environmental Impact Statement (EIS) will be prepared for the project.

Alternatives to be considered in the EIS, in addition to the no action alternative, will include expansion alternatives at the existing airport site, the Sponsor's proposed project to relocate the airport to a new site, and other reasonable alternatives as determined during the FAA's alternatives analysis process. The EIS will evaluate the environmental impacts of all reasonable alternatives, including the evaluation of environmental impacts related to noise, air quality, water quality, land use, wetlands, ecological resources, floodplains, hazardous materials, historic and archaeological resources, environmental justice floodplains, and farmlands.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT.**

Issued in Orlando, Florida, April 9, 2002.
W. Dean Stringer,
Manager, Orlando Airports Districts Office.
 [FR Doc. 02-9853 Filed 4-22-02; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration [Summary Notice No. PE-2002-33]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before May 13, 2002.

ADDRESSES: Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-200X-XXXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:
 Sandy Buchanan-Sumter, Office of

Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-7271.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on April 18, 2002.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-11888.

Petitioner: Comair, Inc.

Section of 14 CFR Affected: 14 CFR 121.463(c).

Description of Relief Sought: To permit Comair to allow the required 5 hours of dispatcher operating familiarization time of 5 hours for the Canadian Regional Jet CL-65 (CL-65) aircraft to fulfill the dispatcher operating familiarization time requirement for the CL-65 and the Embraer EMB-120 Brasilia aircraft (EMB-120), provided the dispatcher has been previously qualified on the EMB-120 and is undergoing recurrent training.

Docket No.: FAA-2001-11253.

Petitioner: Tyketube Industries, Inc.

Section of 14 CFR Affected: 14 CFR 91.107(a)(3)(iii)(B) and (a)(3)(iii)(C)(3); 121.311(b)(1), (b)(2)(ii), and (c)(1); 125.211(b)(2)(ii)(B), (b)(2)(ii)(C), (b)(2)(ii)(D), (c)(1), and (c)(2)(iv); and 135.128(a)(2)(ii)(B), (a)(2)(ii)(C), (a)(2)(ii)(D), and (b).

Description of Relief Sought: To permit any person who operates any aircraft, and any person on board any U.S.-registered civil aircraft to use an onboard infant restraint device (U.S. patent No. 5,224,229) that:

1. Is not manufactured to U.S. standards and that does not conform to all applicable Federal motor vehicle safety standards;
2. Is not manufactured to U.S. standards and is not certified for use in motor vehicles and aircraft; and
3. Has not been accepted by the FAA during all phases of flight, including critical phases of flight.

[FR Doc. 02-9944 Filed 4-22-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration [Summary Notice No. PE-2002-32]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before May 13, 2002.

ADDRESSES: Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-200X-XXXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Sandy Buchanan-Sumter, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-7271.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on April 18, 2002.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-11565.

Petitioner: Franklin P. Toups.

Section of 14 CFR Affected: 14 CFR §§ 61.65(a)(1) and 61.153(d)(1).