

addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Martin Pehl, Assistant Airports Manager, County of San Luis Obispo, at the following address: 903-5 Airport Drive, San Luis Obispo, CA 93401. Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of San Luis Obispo under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Marlys Vandervelde, Airports Program Analyst, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, telephone: (650) 876-2806. 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 San Luis Obispo County 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 20, 2002, the FAA determined that the application to impose and use a PFC submitted by the County of San Luis Obispo was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 26, 2002.

The following is a brief overview of the impose and use application No. 02-07-C-00-SBP:

Level of proposed PFC: \$4.50.

Proposed charge effective date: July 1, 2015.

Proposed charge expiration date: July 1, 2019.

Total estimated PFC revenue: \$1,790,380.

Brief description of the proposed projects: Construction of Hangar Taxiways, Construction of Runway 11-29 Blast Pads, Construction of Airport Service Road, Construction of Northeast Access Road, Construction of "EPA/National Discharge Elimination System" Pollution Control Facility, Runway 11-29 & Taxiway A Extension (Phase I), Runway 11-29 & Taxiway A Extension (Phase II), Safety Area Grading and Drainage, Construction of Southwest Apron, Rehabilitation/Reconstruction of Taxiway A, Construction of Taxiway D, Construction of Taxiway H, Construction of Taxiway M, Acquisition of Runway Sweeping Equipment, Airfield Lighting Improvements, Update

of Airport Master Plan, Install Omni-Directional Approach Lighting System for Runway 29, Relocate Threshold for Runway 25, Construction of Aircraft Rescue and Firefighting Facility, Construction of Taxiway L, Construction of Taxiway N.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: nonscheduled/on-demand air carriers filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the San Luis Obispo County Airport.

Issued in Hawthorne, California, on June 20, 2002.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 02-16892 Filed 7-3-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2002-12684]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel JEANNE PIERRE II.

SUMMARY: As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR Part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that

uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before August 5, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-12684. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR Part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested.

Name of vessel: JEANNE PIERRE II.
Owner: James K. Pearson and Sarah Peck Pearson.

(2) Size, capacity and tonnage of vessel. According to the applicant: "LOA 44'3"; *Beam:* 13'10"; *Draft:* 5'9"; *Displacement Tonnage:* 23,550 lbs; *Capacity:* Maximum of 6 passengers

plus 2 crew or total of 8 persons on board.”

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: “* * * uninspected vessel engaged in crewed sight seeing charters on the inside coastal waters of Washington State—specifically Puget Sound, the San Juan Islands, and Straits of Juan DeFuca as far west as Cape Flattery; crewed charters to British Columbia from the coastal waters of Washington State; crewed charters from British Columbia to the coastal waters of Washington State; and crewed charters on the Inside Passage to and including the coastal waters of Southeast Alaska.”

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction*: 1993. *Place of construction*: St. Hilaire, France.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: “We would not compete with any commercial ferry services which transport persons from one location to another for a fee. Most of our charters would leave from and return to the same location, although some would be point to point. There are a few small, individual, independent operators in both Washington and Southeast Alaska that take guests on crewed sailing charters or crewed sailing vacations as we propose to do. With baby boomers and retirees, the market is large and the variation in charter specialties (ie. Sport fishing, diving, nature educations, gourmet meals, learn to sail cruises, etc.) great enough that we don’t believe our sight seeing cruises would adversely affect existing operators.”

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: “We don’t believe this application will have any impact on US Shipyards.”

Dated: June 28, 2002.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-16773 Filed 7-3-02; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2002-12686]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel SPINDRIFT.

SUMMARY: As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD’s regulations at 46 CFR Part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before August 5, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-12686. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been

received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD’S regulations at 46 CFR Part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested.

Name of vessel: SPINDRIFT. *Owner:* Mark I. and Monique Davies.

(2) Size, capacity and tonnage of vessel. According to the applicant: “Length-over-all (LOA): 43 feet 2 inches; *Beam:* 12 feet 7 inches; *Draft:* 6 feet; 6 berths; *Diesel auxiliary Power:* 63 HP; *Tonnage:* 11 NRT pursuant to 46 U.S.C. 14502”

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: If the waiver be granted, the vessel would be engaged in crewed charter operations (owners as captain and crew) along the East Coast of the United States, primarily in Maine waters; and possibly in the U.S. Virgin Islands and Puerto Rico as well.”

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction*: 1991. *Place of construction*: Manila, The Philippines.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: “We do not believe this intended use of our sailboat will have any significant adverse impact on other commercial passenger vessel operators. We intend to provide only crewed charters, serving as captain and crew ourselves, and to do so only on an occasional basis rather than as a source of livelihood. We anticipate that most of the chartering will be done in Maine waters, where almost all of the crewed charters are much larger vessels in the Windjammer (schooner) fleet in Bothbay, Camden and other points East, for which we present virtually no competition. Our base of operations would be in Harpswell, ME (New Meadows River, NE Casco Bay), and we are aware of only one or possibly two other owners of sailing vessels who offer crewed charters in this immediate area of the coast * * * We anticipate that our use of this vessel for crewed charter elsewhere on the East Coast of the U.S. will be only occasional and seasonal, as we sail southward in the fall and