

approved weather data via the public Internet for use in flight operations. These carriers must use a Qualified Internet Communications Provider (QICP) for Internet communications of aviation weather and NOTAMs. A QICP is a person or organization that provides access to aviation weather and NOTAMs via the public Internet and has FAA-approved Internet communication practices for reliability, accessibility, and security (e.g., protection of data from unauthorized modifications). A current list of all QICPs can be found on the FAA public Web page.

All 14 CFR part 121 and part 135 air carriers that obtain aviation weather and NOTAMs via the public Internet will be required to amend their Operations Specifications to incorporate the use of QICPs. Operations Specification (OpSpec) A010 authorizes the carrier to use any eligible QICP on the FAA public Web page.

OpSpec A010, which amends FAA Order 8400.10 will read: "For Internet communications of aviation weather and NOTAMs used in flight operations, all part 121 and part 135 operators are required to use an approved Qualified Internet Communications Provider (QICP).

(1) The QICPs used by the operator must be listed in OpSpec A010.

(2) The QICP used must be obtained from the approved list provided by the FAA.

(3) For more detailed information with regard to QICPs, refer to the appropriate AC pertaining to Internet Communications of Aviation Weather and NOTAMs and Volume 3, Chapter 7, Section 5, of this Order."

Accessing aviation weather and NOTAM information via the public Internet using an approved QICP enhances public safety as a result of the increased security, reliability, and accessibility of the weather and aviation-related documents that are relied upon by part 121 and part 135 certificate holders.

DATES: Comments must be received on or before October 17, 2002.

ADDRESSES: Send all comments on the proposed revision to: Federal Aviation Administration, Air Transportation Division (Attention: AFS-260), 800 Independence Avenue, SW., Washington, DC 20591, or electronically to connie.streeter@faa.gov.

FOR FURTHER INFORMATION CONTACT: Connie Streeter, AFS-260, at the address above, by e-mail at connie.streeter@faa.gov, or telephone at (202) 267-8166.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed revision by submitting such written data, views, or arguments as they may desire. Please identify Operations Specification A010, Aeronautical Weather Data, and submit comments, either hard copy or electronic, to the appropriate address listed above. Comments may be inspected at the above address between 9 a.m. and 4 p.m. weekdays, except Federal holidays.

Issued in Washington, DC, on September 9, 2002.

Louis C. Cusimano,

Deputy Director, Flight Standards Service.

[FR Doc. 02-23617 Filed 9-16-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 02-08-C-00-MFR To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Rogue Valley International-Medford Airport, Submitted by Jackson County, Rogue Valley International-Medford Airport, Medford, OR

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 PFC revenue at Rogue Valley International-Medford Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before October 17, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bern E. Case, Airport Director, at the following address: 3650 Biddle Road, Medford, OR 97504. Air Carriers and foreign air carriers may submit copies of written comments previously provided to Rogue Valley International-Medford Airport, under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425) 227-2654, Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056. 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 02-08-C-00-MFR to impose and use PFC revenue at Rogue Valley International-Medford Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On September 10, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by Jackson County, Rogue Valley International-Medford Airport, Medford, Oregon, 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 December 19, 2002.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: May 1, 2004.

Proposed charge expiration date: July 1, 2004.

Total requested for use approval: \$105,000.

Brief description of proposed project: Security Enhancements.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Operations by Air Taxi/Commercial Operators when enplaning revenue passengers in limited, irregular, special service air taxi/commercial operations such as air ambulance services, student instruction, non-stop sightseeing flights that begin and end at the airport and are concluded within a 25 mile radius of the airport.

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 Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Rogue Valley International-Medford Airport.

Issued in Renton, Washington on September 10, 2002.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 02-23619 Filed 9-16-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Request for Grant Proposals for an Operational Test for the Implementation of Advanced Technologies in Rural Transit Service

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Request for grant proposals.

SUMMARY: FTA is issuing a request for grant proposals (RFP) for an operational test, which is funded at one million dollars (\$1,000,000) to demonstrate and evaluate innovative approaches to integrating Advanced Public Transportation System (APTS) technologies (also referred to as Intelligent Transportation Systems (ITS) technologies for transit or Transit ITS) and available Information Technology (IT) systems. The purpose of the test is to better coordinate subsidized transportation services in rural areas among multiple transit operators. The cooperative project will require coordination among various funding agencies, such as the FTA, Department of Health and Human Services, Department of Interior, Department of Agriculture, and Department of Labor. The integration and use of APTS technologies and IT systems will enable rural transit providers to coordinate their services better and operate their transit and/or paratransit system(s) more efficiently, thus improving subsidized rural transportation services. FTA may award multiple grants for this project.

DATES: FTA will accept proposals immediately, as of September 17, 2002. Request for grant proposals may be viewed at <http://www.fta.dot.gov/research/fleet/its/otrfp.html>. A rolling application process will be used for this solicitation; therefore, there is no specific closing date for receipt of proposals. The solicitation will remain open until all funds for this project are obligated.

ADDRESSES: Proposals shall be addressed to Mr. Ronald Boenau, Advanced Public Transportation Systems (APTS) Division, Room 9402, TRI-11, Federal Transit Administration,

U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, and shall reference

“Implementation of Advanced Technologies in Rural Transit Service.”

FOR FURTHER INFORMATION CONTACT:

Request for grant proposals may be viewed at: <http://www.fta.dot.gov/research/fleet/its/otrfp.html>. Technical questions or concerns may be directed to Mr. Ronald Boenau or Mr. William Wiggins via phone at 202-366-4995 or via e-mail at Rural.RFP@fta.dot.gov. Legal questions or concerns may be directed to Mr. James LaRusch via phone at 202-366-1936 or via e-mail at James.LaRusch@fta.dot.gov. Office hours are 8:30 a.m. to 5:00 p.m. EST, Monday, through Friday, except federal holidays.

SUPPLEMENTARY INFORMATION: FTA is seeking proposals from community groups and public and private transportation providers currently establishing, operating, coordinating, or brokering a rural transit service. Public transit agencies, state DOTs, health and human service agencies, federally recognized Indian tribes, and metropolitan planning organizations are encouraged to apply. FTA also welcomes proposals from Community Access Program (CAP) grantees. All agencies submitting proposals in response to this notice consent to be publicly identified as respondents.

Issued on: September 12, 2002.

Jennifer L. Dorn,
Administrator.

[FR Doc. 02-23620 Filed 9-16-02; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20992]

Laidlaw Inc.—Intra-Corporate Family Transaction Exemption

Laidlaw Inc. (Laidlaw), a noncarrier, has filed a verified notice of exemption under the Board's class exemption procedure at 49 CFR 1182.9.¹ The exempt transaction involves the transfer of issued and outstanding shares of stock in five motor passenger carriers from Laidlaw's subsidiary Laidlaw

¹The Board exempted intra-corporate family transactions of motor carriers of passengers that do not result in significant operational changes, adverse changes in service levels, or a change in the competitive balance with carriers outside the corporate family in *Class Exemption for Motor Passenger Intra-Corporate Family Transactions*, STB Finance Docket No. 33685 (STB served Feb. 18, 2000).

Transit Ltd. (Laidlaw Transit)² to Laidlaw's subsidiary Greyhound Canada Transportation Corp. (Greyhound Canada). Additionally, after control of the five carriers has been transferred, Laidlaw seeks to merge Chatham into Penetang-Midland with Penetang-Midland as the surviving entity.

The transaction was expected to be consummated on August 31, 2002.

The transaction is intended to restructure Laidlaw's organization by separating its special and charter operations from its school bus operations. Specifically, control of the five special and charter operations bus lines will be transferred from Laidlaw Transit, which will retain school bus operations, to Greyhound Canada, where intercity, charter and tour bus operations will be concentrated. In addition, the proposed merger of Chatham into Penetang-Midland is intended to simplify Laidlaw's corporate structure by eliminating overlapping management functions and reducing duplicate overhead and fixed costs.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1182.9. Laidlaw states that the transaction will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers outside the corporate family. Laidlaw also states that, because it directly or indirectly holds all of the stock of the affected companies, no contract or agreement will be entered into, except for the corporate documentation and filings required to effect the merger. Laidlaw further states that there will be no effect upon employees because all of them will be retained.

If the verified notice contains false or misleading information, the Board shall summarily revoke the exemption and require divestiture. Petitions to revoke the exemption under 49 U.S.C. 13541(d) may be filed at any time. See 49 CFR 1182.9(c).

An original and 10 copies of all pleadings, referring to STB Docket No. MC-F-20992, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each

²Laidlaw, through Laidlaw Transit, indirectly or directly controls Gray Line of Vancouver Holdings, Ltd. (MC-357855), The Gray Line of Victoria Ltd. (MC-380234) and its subsidiary Victoria Tours Limited (MC-404543), Penetang-Midland Coach Lines Limited (Penetang-Midland) (MC-139953), and J.I. DeNure (Chatham) Limited (Chatham) (MC-111143) all of which are Canadian motor passenger carriers rendering special and charter operations in the United States.