

Exclusivity Provisions: After the termination of the Marketing Agreement, no Alliance Carrier shall attempt to enforce any provision of the Marketing Agreement that would restrict any other Alliance Carrier from entering into an international or domestic marketing relationship with any other carrier.

Conclusion. If we are notified promptly that the three carriers agree to implement the alliance subject to the conditions set forth above, we would not now institute an enforcement case under our governing statute. Given our strong concern that the agreements could have anti-competitive results, however, we would continue to monitor closely the implementation of the agreements. We, of course, reserve the right, if we obtain evidence that leads us to believe that the joint venture is adversely affecting competition, to refer the matter for enforcement action. Further, if the three airlines at any time decide that they will no longer comply with a formal agreement accepting our conditions, they will have created a new agreement that must be submitted to us under 49 U.S.C. 41720, subject to all of the provisions of the statute, including the prescribed waiting period. Under our established interpretation of 49 U.S.C. 47120, the same will be true if they materially modify the terms of the agreements submitted by them on August 23.

Issued in Washington, DC on January 17, 2003.

Read C. Van de Water,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 03-1528 Filed 1-17-03; 2:20 pm]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed the Week Ending January 10, 2003

The following agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days after the filing of the application.

Docket Number: OST-2003-14203.

Date Filed: January 6, 2003.

Parties: Members of the International Air Transport Association.

Subject: PTC COMP Fares 0273 dated December 17, 2002, TC12/TC123 North Atlantic—Resolution 015n—USA Add-on Amounts. Report—PTC COMP 990 dated December 20, 2002. Intended effective date: February 1, 2003.

Docket Number: OST-2003-14208.

Date: Filed January 6, 2003.

Parties: Members of the International Air Transport Association.

Subject: Mail Vote 257, PTC23 ME-TC3 0163 dated December 23, 2002, Resolution 010m, TC23/TC123 Middle East-TC3, Special Passenger Amending Resolution between China (excluding Hong Kong SAR and Macao SAR) and points in the Middle East. Intended effective date: January 15, 2003.

Dorothy Y. Beard,

Chief, Docket Operations & Media Management, Federal Register Liaison.

[FR Doc. 03-1480 Filed 1-22-03; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Motor Vehicles; Alternative Fuel Vehicle (AFV) Report

AGENCY: Office of the Secretary, DOT.

ACTION: Notice of Availability—Fleet (AFV) Report.

SUMMARY: In accordance with the Energy Policy Act of 1992 (EPAct) (42 U.S.C. 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (Pub. L. 105-388), and E.O. 13149, "Greening the Government Through Federal Fleet and Transportation Efficiency," the Department of Transportation's annual alternative fuel vehicle reports are available on the following Department of Transportation Web site: <http://osam.ost.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Kurt T. Ettenger, Departmental Fleet Manager, Office of Security and Administrative Management, 400 7th Street SW., Washington, DC 20590; telephone (202) 366-2093.

Dated: January 15, 2003.

Richard Pemberton,

Associate Director, Office of Security and Administrative Management.

[FR Doc. 03-1481 Filed 1-22-03; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

Maritime Administration

[USCG-2003-14294]

El Paso Energy Bridge Gulf of Mexico, LLC Deepwater Port License Application

AGENCY: Coast Guard, DOT. Maritime Administration, DOT.

ACTION: Notice of application.

SUMMARY: The Coast Guard and the Maritime Administration (MARAD) give notice, as required by the Deepwater Port Act of 1974, as amended, that they have received an application for the licensing of a deepwater port, and that the application appears to contain the required information. The notice summarizes the applicant's plans and the procedures we will follow in considering the application.

DATES: Any public hearing held in connection with this application must be held not later than September 22, 2003. The application will be approved or denied within 90 days after the last public hearing held on the application.

ADDRESSES: The mailing address for the clerk in this proceeding is: Commandant (G-M), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001. Public docket USCG-2003-14294 is maintained by the Docket Management Facility, U.S. Department of Transportation, Room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001. The Docket Management Facility office maintains a Web site, <http://dms.dot.gov>, and can be reached by telephone at 202-366-9329 or fax at 202-493-2251.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000, (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice call Robert Nelson, U.S. Coast Guard, (202) 267-0496, rnelson@comdt.uscg.mil.

SUPPLEMENTARY INFORMATION: Receipt of application; determination. On December 20, 2002, the Coast Guard and MARAD received an application from El Paso Energy Bridge Gulf of Mexico LLC,

1001 Louisiana Street, Houston, Texas 77002 for all Federal authorizations required for a license to own, construct and operate a deepwater port off the coast of Louisiana. On January 14, 2003, we determined that the application appears to contain all required information. The application and related documentation supplied by the applicant (except for certain protected information specified in 33 U.S.C. 1513) may be viewed in the public docket (see **ADDRESSES**).

Background. According to the Deepwater Port Act of 1974, as amended (the Act, 33 U.S.C. 1501 *et seq.*), a deepwater port is a fixed or floating manmade structure other than a vessel, or a group of structures, located beyond the territorial sea and off the coast of the U.S., used or intended for use as a port or terminal for the transportation, storage, and further handling of oil for transportation to any State. The Act was most recently amended by the Maritime Transportation Security Act of 2002 (MTSA, Pub. L. 107-295), which extends the deepwater port definition to include natural gas facilities.

A deepwater port must be licensed, and the Act provides that a license applicant submit detailed plans for its facility to the Secretary of Transportation, along with its application. The Secretary has delegated the processing of deepwater port applications to the Coast Guard and MARAD. The Act allows 21 days following receipt of the application to determine if it contains all required information. If it does, we must publish a notice of application in the **Federal Register** and summarize the plans. This notice is intended to meet those requirements of the Act and to provide general information about the procedure that will be followed in considering the application.

Application procedure. We consider the application on its merits. Under the Act, we have 240 days from the date this notice is published to hold at least one public hearing, which is your opportunity to submit written or oral comment on the application. We will publish a separate **Federal Register** notice to notify you of any hearing we decide to hold. At least one hearing must be held in each adjacent coastal state. Pursuant to 33 U.S.C. 1508, we designate Louisiana as an adjacent coastal state. Other states may apply for adjacent coastal state status in accordance with 33 U.S.C. 1508(a)(2). After the last public hearing, Federal agencies have 45 days in which to comment to us on the application, and approval or denial of the application must follow within 90 days after the last

public hearing. Details of the application process are described in 33 U.S.C. 1504 and in 33 CFR part 148.

The present application involves a proposed liquefied natural gas (LNG) facility. As such, MTSA excepts the application from the restrictions of 33 U.S.C. 1504(d)(1)–(3) and 33 U.S.C. 1504(i)(1)–(3). While this permits submission and consideration of competing applications for the same “application area”, there may still be practical restrictions from a navigation safety standpoint with regard to the proximity of multiple deepwater ports.

We will review the application under the current deepwater port regulations published in 33 CFR part 148. On May 30, 2002 (67 FR 37920) the Coast Guard published a Notice of Proposed Rulemaking (NPRM) indicating its intent to revise those regulations. Public comments have been received in response to the NPRM and we will consider those comments prior to adopting revised regulations. In addition, MTSA mandates that we revise existing deepwater port regulations as soon as practicable to implement extension of deepwater port regulations to natural gas. It also allows for the issuance of an interim final rule without public notice and comment. Thus, the current regulations may be amended before we have fully processed the application. In that event, the amended regulations will govern further processing of the application as soon as they take effect.

Summary of the application. El Paso Energy Bridge Gulf of Mexico, LLC (Energy Bridge GOM) proposes to locate, construct and operate the Deepwater Port on Block 603, West Cameron Area, South Addition, which has been leased from the Minerals Management Service (MMS) for this project.

The Deepwater Port will consist of a Submerged Turret Loading (STL) system that is comprised of a submerged turret buoy; chains, lines and anchors; a flexible riser; and a subsea manifold. Other components of the Deepwater Port will include approximately 1.93 miles of 20-inch pipeline; a small meter platform and risers; a 20-inch diameter pipeline approximately 3.96 miles in length that will extend from the meter platform to Sea Robin Pipeline Company (Sea Robin), an offshore natural gas pipeline subject to the Federal Energy Regulatory Commission’s (FERC) Natural Gas Act (NGA) jurisdiction; and a separate 20-inch diameter pipeline approximately 1.38 miles in length that will extend from the meter platform to a section of pipe that will interconnect to an offshore natural gas pipeline system

commonly referred to as the Blue Water system. This system is owned in part by Tennessee Gas Pipeline Company and in part by Columbia Gulf Transmission Company, another interstate pipeline subject to the FERC’s NGA jurisdiction. The natural gas transported by Sea Robin and Blue Water will come ashore at the Louisiana coast.

The Deepwater Port will be used to deliver to onshore markets natural gas derived from the regasified LNG that will be received from sources worldwide. The gas to be transported through the Deepwater Port will be owned by Deepwater Energy L.P., (Deepwater Energy) an affiliate of Energy Bridge GOM. Deepwater Energy will utilize the entire capacity of the Deepwater Port.

Gas will be delivered to the Deepwater Port by conventional LNG vessels, which incorporate shipboard regasification capabilities. The vessels will operate in foreign commerce and be leased to affiliates of Energy Bridge GOM. The vessels that will be used to deliver natural gas to the Deepwater Port will have a capacity to hold 138,000 cubic meters of LNG and will regasify the LNG onboard at the point of delivery to the Deepwater Port so that imports will consist of gas in its vaporous state, rather than in a liquefied state. Each 138,000 cubic meter LNG vessel will deliver approximately 2.9 billion cubic feet (BCF) of natural gas through the Deepwater Port. The first El Paso Energy Bridge vessel (EPEBV) will be available to commence service by November of 2004. Each vessel will have fully-integrated regasification facilities on-board, using the same type of proven regasification technology that is used in land-based regasification terminals. Each EPEBV will also have the alternate capability to deliver LNG to conventional onshore regasification terminals in the same manner as existing LNG vessels.

When an EPEBV reaches the location of the Deepwater Port, it will retrieve and connect to the STL system. For that purpose, a winch located on the vessel will raise the submerged buoy from its subsurface location, where it is located when not connected to an EPEBV. The buoy will be drawn into an opening in the hull of the vessel. After it is secured to the EPEBV, the buoy will serve both as the mooring system for the vessel and as the offloading mechanism for transferring the natural gas. After the buoy is attached to the vessel and all start-up prerequisites are satisfied, the on-board LNG regasification process will commence. The gas is then discharged through the buoy into the subsea flexible riser. The gas will move

from the riser to a pipeline and manifold (PLEM) after which the gas will be delivered into a twenty-inch diameter pipeline to be constructed by Energy Bridge GOM. The gas will travel for approximately 1.93 miles through the pipeline. At the end of that pipeline, the gas will be delivered to a small metering platform, constructed by Energy Bridge GOM, where the gas will flow through one of two gas measurement meters, one measuring gas destined for the Sea Robin system and a second measuring gas to be delivered to the Blue Water system. After metering, the gas pressure will be reduced by regulators on the platform so that the gas can enter either the Sea Robin or Blue Water system at the pressure prescribed by the operators for each of those systems. Natural gas delivered to the Sea Robin system will be transported through a 3.96 mile pipeline, while natural gas delivered to the Blue Water system will be transported through a 1.38 mile pipeline. The pipeline extending to the Sea Robin system will cross portions of West Cameron Blocks 602 and 601 and will interconnect with Sea Robin on East Cameron Block 335. The second pipeline from the platform will cross a portion of West Cameron Block 600 and will interconnect with the Blue Water system on West Cameron Block 601.

Dated: January 15, 2003.

L.L. Hereth,

Rear Admiral, Coast Guard, Acting Assistant Commandant for Marine Safety, Security and Environmental Protection.

Raymond R. Barberesi,

Director, Office of Ports and Domestic Shipping, U.S. Maritime Administration.

[FR Doc. 03-1486 Filed 1-22-03; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Establish an Air Tour Management Plan and Notice of Public Meeting for Haleakala National Park

AGENCY: Federal Aviation Administration (FAA).

ACTION: Notice.

SUMMARY: The FAA, in cooperation with the NPS, is initiating development of an Air Tour Management Plan (ATMP) for the Haleakala National Park pursuant to the National Parks Air Tour Management Act of 2000 (Public Law 106-181) and its implementing regulations contained in title 14, Code of Federal Regulations, part 136,

National Parks Air Tour Management, published October 25, 2002 (67 FR 65662). The objective of the ATMP is to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon the natural and cultural resources, visitor experiences, and abutting tribal lands, of the Haleakala National Park. Following a Federal rulemaking action, the ATMP will be incorporated into part 136. This notice provides information on the Public Information Workshop for all persons having an interest in Haleakala National Park.

DATES: The Public Information Workshop will be held February 26, 2003, at 6 p.m.

ADDRESSES: The Public Information Workshop will be held at the Pukalani Community Center, 91 Pukalani Street, Pukalani, Hawaii.

FOR FURTHER INFORMATION CONTACT:

Brian Armstrong, Air Tour Management Plan Program Manager, Executive Resource Staff, AWP-4, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Los Angeles, California 90009-2007. Telephone: (310) 725-3818. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. Email: Brian.Armstrong@faa.gov.

SUPPLEMENTARY INFORMATION The FAA, in cooperation with the NPS, is initiating development of an Air Tour Management Plan (ATMP) for the Haleakala National Park pursuant to the National Parks Air Tour Management Act of 2000 (Public Law 106-181) and its implementing regulations contained in title 14, Code of Federal Regulations, part 136, *National Parks Air Tour Management*, published October 25, 2002 (67 FR 65662). The objective of the ATMP is to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon the natural and cultural resources, visitor experiences, and abutting tribal lands, of the Haleakala National Park. Following a Federal rulemaking action, the ATMP will be incorporated into part 136.

In developing the ATMP and associated rulemaking actions, the Federal Aviation Administration (FAA) and National Park Service (NPS) are required to comply with the National Environmental Policy Act of 1970 (NEPA), which calls on Federal agencies to consider environmental issues as part of their decision making process. For the purposes of compliance with NEPA, the FAA is the Lead Agency and the NPS is a Cooperating Agency. An Environmental Assessment will be prepared for the ATMP in accordance

with NEPA and its implementing regulations (40 CFR parts 1500-1508).

Interested individuals, groups, and other members of the public are invited to attend a Public Information Workshop to be held on February 26, 2003, at 6 p.m. The workshop will consist of brief presentations by the FAA, the NPS, and the Acoustical Department of the VOLPE National Transportation Center beginning at 6 p.m. These presentations will conclude by approximately 7 p.m. Following the presentations, attendees may browse displays, collect information, talk with FAA and NPS officials, discuss concerns, and register to receive further information regarding development of the Haleakala National Park ATMP.

This is a public information workshop only. Public testimony or comments will not be formally recorded at this time. A public scoping period, during which public comments will be formally received, will be held at a later time in compliance with the procedures established under NEPA. The scoping period will be announced through the **Federal Register**, local media, the Internet, and direct mailings to interested parties known to the FAA and the NPS.

Additional information on the ATMP Program is available on the FAA's ATMP Website located at www.atmp.faa.gov. Interested parties may register to receive information regarding the development of this and other ATMPs through this website.

Issued in Hawthorne, California on January 16, 2003.

Brian Q. Armstrong,

Air Tour Management Plan, Program Manager, AWP-4, Western-Pacific Region.

[FR Doc. 03-1531 Filed 1-22-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Establish an Air Tour Management Plan and Notice of Public Meeting for Hawaii Volcanoes National Park

AGENCY: Federal Aviation Administration (FAA).

ACTION: Notice.

SUMMARY: The FAA, in cooperation with the NPS, is initiating development of an Air Tour Management Plan (ATMP) for the Hawaii Volcanoes National Park pursuant to the National Parks Air Tour Management Act of 2000 (Public Law 106-181) and its implementing regulations contained in title 14, Code