

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Agency Information Collection Activities Under OMB Review**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Requests (ICR) abstracted below have been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collections. The ICR describes the nature of the information collection and the expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collections of information was published on October 16, 2002, pages 63955–63956.

**DATES:** Comments must be submitted on or before April 17, 2003. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267–9895.

**SUPPLEMENTARY INFORMATION:****Federal Aviation Administration (FAA)**

1. *Title:* Domestic and International Flight Plans.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120–0026.

*Forms(s):* FAA Forms 7233–1, 7233–4.

*Affected Public:* A total of 631,762 certified aircraft operators.

*Abstract:* Title 49 USC, paragraph 40103(b) authorizes regulations governing the flight of aircraft. 14 CFR 91 prescribes requirements for filing domestic and international flight plans. The information is collected to provide services to aircraft in flight and protection of persons and property on the ground.

*Estimated Burden Hours:* A total of 293,072 hours annually.

2. *Title:* Part 135 Operating Requirements: Commuter and on-Demand operations and Rules Governing Persons on Board Such Aircraft.

*Type of Request:* Revision of a currently approved collection.

*OMB Control Number:* 2120–0039.

*Forms(s):* FAA Form 8070–1.

*Affected Public:* A total of 2,765 air carriers and commercial operators.

*Abstract:* Title 49 USC, Section 44702, authorizes the issuance of air carrier

operating certificates. 14 CFR part 135 prescribes requirements for Air Carrier/Commercial Operators. The information collected shows compliance and applicant eligibility for certification.

*Estimated Annual Burden Hours:* An estimated 1,164,091 hours annually.

3. *Title:* Recording of Aircraft Conveyances and Security Documents.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120–0043.

*Forms(s):* FAA Form 8050–1.

*Affected Public:* A total of 55,968 aircraft owners.

*Abstract:* Approval is required for security conveyances such as mortgages submitted by the public for recording against aircraft, engines, propellers, and spare parts locations.

*Estimated Annual Burden Hours:* An estimated 55,968 hours annually.

4. *Title:* Part 135 Operating Requirements: Commuter and on-Demand operations and Rules Governing Persons on Board Such Aircraft.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120–0608.

*Form(s):* NA.

*Affected Public:* A total of 7 commercial space travel licensees.

*Abstract:* The required information will be used to determine if the applicant's proposals for conducting commercial space launches can be accomplished in a safe manner according to the regulations and license orders issued by the Office of the Associate Administrator for Commercial Space Transportation. Respondents are applying for licenses to authorize launch activities.

*Estimated Annual Burden Hours:* An estimated 1,138 hours annually.

5. *Title:* Changes in Permissible stage 2 Airplane Operations.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120–00652.

*Form(s):* NA.

*Affected Public:* A total of 100 aircraft owners.

*Abstract:* This information will be used to issue special flight authorization for non-revenue operations of Stage 2 airplanes at US airports. Only a minimal amount of data is requested to identify the affected parties and determine whether the purpose for the flight is one of those enumerated by law.

*Estimated Annual Burden Hours:* An estimated 25 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW.,

Washington, DC 20503, Attention FAA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on March 11, 2003.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.*

[FR Doc. 03–6426 Filed 3–17–03; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Docket No. FAA–2003–14246]

**Airport Privatization Pilot Program**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of extension of comment period for final application of new Orleans Lakefront Airport, New Orleans, Louisiana; notice of public meeting.

**SUMMARY:** On January 16, 2003, the Federal Aviation Administration (FAA) published a notice in the **Federal Register** (68 FR 2391) seeking information and comments from interested parties on the final application by the Orleans Levee District for participation of New Orleans Lakefront Airport (NEW) in the Airport Privatization Pilot Program. The deadline for submitting comments was March 12, 2003. The comment period has now been extended until May 23, 2003, to allow the public more time to examine and comment on the final application. A public meeting will be held on May 10, 2003, to receive comments from airport users and interested parties.

**DATES:** Comments must be received by May 23, 2003. The public meeting will be held on Saturday, May 10, 2003 from 10 a.m. to 1 p.m.

**ADDRESSES:** The public meeting will be held in the administration building, New Orleans Lakefront Airport, 6001 Stars and Stripes Boulevard, New

Orleans, Louisiana, telephone number, (504) 243-4000. The NEW final application is available for public review in the Dockets Office, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington DC 20590-0001. The documents have been filed under FAA Docket Number 2003-14246. The Dockets Office is open between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office 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>.

The Orleans Levee District, the airport sponsor, has also made a copy of the application available at the following locations:

Circulation Desk at the Earl K. Long Library, University of New Orleans, 2000 Lakeshore Drive, New Orleans, Louisiana 70148.

The documents are available for review: Monday through Thursday, 7:45 a.m. to 11 p.m. Friday, 7:45 a.m. and 8 p.m. Saturday, 10 a.m. and 6 p.m. Sundays, 12 noon and 8 p.m. The Library is closed on all legal holidays. Library personnel will require presentation of picture identification.

Administration Building, New Orleans Lakefront Airport, 6001 Stars and Stripes Boulevard, New Orleans, Louisiana 70126.

The Administration Building is open weekdays from 9 a.m. and 4 p.m. with the exception of legal holidays. The contact person is Max L. Hearn who may be reached at (504) 243-4000.

Comments on the NEW final application must be delivered or mailed, in duplicate, 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 Docket No. 2003-14246 at the beginning of your comments. Commenters wishing the FAA to acknowledge receipt of their comments must include a preaddressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. 2003-14246. The postcard will be date stamped and mailed to commenter. You may also submit comments through the Internet to <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Kevin C. Willis, Compliance Specialist (AAS-400), (202-267-8741) Airport Compliance Division, Office of Airport Safety and Standards, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:** Title 49 of the U.S. Code section 47134 authorizes the Secretary of Transportation, and through delegation, the FAA Administrator, to exempt a sponsor of a public use airport that has received Federal assistance from certain Federal requirements in connection with the privatization of the airport by sale or lease to a private party. Specifically, the Administrator may exempt the sponsor from all or part of the requirements to use airport revenues for airport-related purposes (upon approval of 65 percent of the air carriers serving the airport and having 65 percent of the landed weight), to pay back a portion of Federal grants upon the sale of an airport, and to return airport property deeded by the Federal Government upon transfer of the airport. The Administrator is also authorized to exempt the private purchaser or lessee from the requirement to use all airport revenues for airport-related purposes, to the extent necessary to permit the purchaser or lessee to earn compensation from the operations of the airport. (No air carrier approval is necessary for the latter exemption.)

On September 16, 1997, the FAA issued a notice of procedures to be used in applications for exemption under the Airport Privatization Pilot Program (62 FR 48693). The application procedures are available for review on the FAA Web site [www2.faa.gov/arp/publications/fedreg.cfm?arprnav=fedr](http://www2.faa.gov/arp/publications/fedreg.cfm?arprnav=fedr).

On March 2, 2000, Orleans Levee District submitted a preliminary application for the participation of the New Orleans Lakefront Airport in the Airport Privatization Pilot Program. On May 17, 2000, the FAA informed the Orleans Levee District that additional information was needed in order for the FAA to accept the application for further review. On January 19, 2001, the Orleans Levee District completed its submittal of all information previously requested by the FAA.

On March 8, 2001, the FAA informed the Orleans Levee District that it had accepted New Orleans Lakefront Airport's preliminary application for further review. This action permitted the Orleans Levee District to select a private operator, negotiate an agreement and submit a final application to the FAA for exemption. The filing date of the Orleans Levee District preliminary application was January 19, 2001; the date the FAA received a completed preliminary application. On April 23, 2002, the Orleans Levee District filed the final application.

The proceeds from the sale of lease of airport property are considered airport revenue and must be used in accordance with the requirements of 49 U.S.C.

47107(b) and 47133. In its final application, the Orleans Levee District requested an exemption under 49 U.S.C. 47134(b)(1) from 49 U.S.C. 47107(b) and 47133, to permit the Orleans Levee District to use compensation from the lease of airport property for non-airport purposes, forgo the repayment of Federal grants, and allow American Airports Lakefront, LLC to earn compensation from the operation of the airport.

The final application provides that American Airports Lakefront will operate the airport under a 50 year lease and pay the Orleans Levee District \$300,000 in annual rental payments for the first three years. In the fourth year, American Airports Lakefront will pay \$300,000 in annual rental payments or 11 percent of the airport's gross income not to exceed \$3,000,000 plus 30 percent of the airport's gross income over \$3,000,000.

On July 2, 2002, in an effort to clarify certain parts of the application, FAA staff requested responses to 26 questions. Three of the questions posed to the American Airports Lakefront required it to utilize confidential business or financial information in its response. In accordance with the airport privatization pilot program application procedures, 62 F.R. 48693, 48706 (September 16, 1997), the private operator has requested confidential treatment of this information. As a result, the three questions and their responses have been redacted and will not be available for public comment. Copies of the 26 questions and the 23 responses available for public view and comment are included in the sponsor's application for public review.

On November 7, 2002, the FAA requested responses to four additional questions. The questions and the responses are included in the docket for public review.

The FAA has determined that the application is substantially complete. As part of its review of the NEW final application, the FAA has extended the comment period until May 23, 2003.

The purpose of the public meeting scheduled for Saturday, May 10, 2003, is to accept public comments on the NEW final application for inclusion in Docket No. 2003-14246. The FAA will answer general questions on the Airport Privatization Pilot Program and how FAA requirements will apply to private airport operators generally. However, because the NEW final application is presently before the agency for a decision, the FAA will not be able to discuss the application or the pending agency decision. Individuals wishing to address the FAA panel can sign up at

the airport administration building beginning at 9 am on the day of the public meeting. The FAA panel will begin accepting comments at 10 am.

Issued in Washington, DC, on March 10, 2003.

**David L. Bennett,**

*Director, Office of Airport Safety and Standards.*

[FR Doc. 03-6475 Filed 3-17-03; 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 (PFC) at Blue Grass Airport, Lexington, KY

**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 Blue Grass 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).

**DATES:** Comments must be received on or before April 17, 2003.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, Tennessee 38116-3841.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Michael A. Gobb, Executive Director of the Lexington-Fayette Urban County Airport Board at the following address: 4000 Versailles Road, Lexington, Kentucky 40510.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Lexington-Fayette Urban County Airport Board under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Tommy L. Dupree, Program Manager, Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, Tennessee 38116-3841, (901) 544-3495, Extension 215. 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 Blue Grass 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 March 7, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by Lexington-Fayette Urban County Airport Board 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 June 26, 2003.

The following is a brief overview of the application.

*PFC Application No.:* 03-5-C-00-LEX.

*Level of the proposed PFC:* \$4.50.

*Proposed charge effective date:* September 1, 2003.

*Proposed charge expiration date:* March 1, 2025.

*Total estimated net PFC revenue:* \$53,671,204.

*Brief description of proposed project(s):* Air Carrier Ramp Expansion, Security Upgrades, Concourses "B" & "C" Stairwells, Runway Safety Area Improvements, Taxiway "A" Rehabilitation, Terminal Interior Modifications, Concourse Gate Additions, Runway 8/26 Rehabilitation, Air Carrier Ramp Rehabilitation, PFC Application Development, and PFC Program Administration.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* The Board intends to request that those air carriers operating under Part 135, non-scheduled, whole-plane-charter basis, *i.e.*, Air Taxi/Commercial Operators ("ATCO") which file FAA Form 1800-31, at the Airport to be exempt from collecting the PFC.

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 Lexington-Fayette Urban County Airport Board.

Issued in Memphis, Tennessee, on March 7, 2003.

**LaVerne F. Reid,**

*Manager, Memphis Airports District Office, Southern Region.*

[FR Doc. 03-6474 Filed 3-17-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Notice and Request for Comments

**AGENCY:** Federal Railroad Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requirement (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on January 16, 2003 (68 FR 2393).

**DATES:** Comments must be submitted on or before April 17, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292), or Ms. Debra Steward, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6139). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Pub. L. 104-13, section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On January 16, 2003, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 68 FR 2393.

FRA received three comments after issuing this notice. The first comment or letter that FRA received was from the Brotherhood of Railroad Signalmen (BRS). The BRS supports the proposed study and remarked: "The BRS contends that the Work Schedules and Sleep Patterns of Railroad Signalmen, OMB No. 2130-NEW, study will help the FRA and the rail industry to develop an understanding of the work schedule-related fatigue issues that affect