

The Honorable Read Van de Water
May 16, 2003
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designated as the flight department manager to operate the airplane for each of the joint owners, again on a cost-sharing basis.

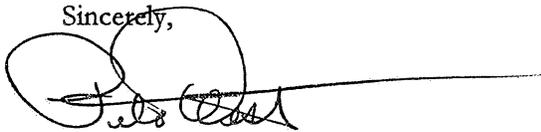
3. Time Sharing (Section 91.501(b)(6), (c)(1) and (d))

This is an arrangement whereby a company can use its airplane to carry other persons on a *limited* cost reimbursable basis. The charges that may be recovered are essentially limited to the out-of-pocket expenses associated with the particular flight plus an additional charge equal to 100% of the fuel.³ Even with this add-on the company will generally *not* recover the fully-allocated cost of a particular flight.

In the context of business aviation, companies utilize time sharing arrangements to carry executive officers traveling on personal business where the company requires payment, or the officers insist on paying, for the transportation to the extent permitted by FAA rules. Again, as noted above, the FAA permits these operations only when "*common carriage is not involved*" so as a legal matter – as well as for practical business considerations – companies only allow a few executives to utilize the company airplane on a time sharing basis.

Thanks again for the opportunity to address the Part 375 of concern to our membership. If you have any questions regarding the NBAA proposal or the FAA Subpart F options incorporated therein, please feel free to contact me at (202) 783-9262 or NBAA's regulatory counsel Gary B. Garofalo at (202) 776-3970 and Frank Costello (202) 298-8660.

Sincerely,



Pete West
Senior Vice President
Government & Public Affairs

³ This is also the measure of cost recovery for demonstration flights under Section 91.501(b)(3) which DOT, by virtue of its 1986 interpretation, views as non-commercial for purposes of Part 375.

Boston, Massachusetts. The project sponsor, the Massachusetts Bay Transportation Authority (MBTA), has announced its intention not to pursue the project at this time for lack of financial resources.

FOR FURTHER INFORMATION CONTACT:

Richard H. Doyle, Regional Administrator, FTA Region 1, (617) 494-2055.

SUPPLEMENTARY INFORMATION: On March 8, 1995, FTA published a Notice of Intent (NOI) to prepare an EIS for a North-South Rail Link (60 FR 12819): a rail-in-tunnel connection between the MBTA's North and South Stations in downtown Boston, intended to connect the MBTA's separate commuter rail systems on the north and south sides of Boston and to close the gap in intercity rail service between Boston and Portland, Maine. On April 14, 2003, however, the MBTA informed FTA of its intention to forego this project in the near future in light of the MBTA's limited financial resources and its pursuit of certain other projects of higher priority. In response, on May 30, 2003, FTA recommended that the results of the MBTA's alternatives analyses to date be compiled as a Major Investment Study (MIS): a document that could provide an appropriate planning context for further consideration of alternatives for a North-South Rail link. In accordance with FTA's metropolitan planning requirements at 23 CFR part 450, an MIS may precede the preparation of an EIS and be a useful tool for developing local consensus, financing, and an implementation strategy for a fixed guideway transit project. Thus, on June 24, 2003, the MBTA published an MIS for the North-South Rail Link, which had been prepared with financial assistance from FTA. Should the MBTA choose in the future to again pursue a North-South Rail Link, this June 2003 MIS could serve as a foundation of analysis for a subsequent EIS. Given the MBTA's current intentions, however, there is no longer a proposal for Federal action on the North-South Rail Link subject to the requirements of the National Environmental Policy Act, therefore, FTA is rescinding its March 8, 1995 NOI and terminating its preparation of an EIS for the North South Rail Link.

Issued on: June 27, 2003.

Richard H. Doyle,

Regional Administrator.

[FR Doc. 03-16977 Filed 7-3-03; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms, and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

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 Request (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 collections and their expected burden. The **Federal Register** document with a 60-day comment period was published on October 30, 2002 (67 FR 66192).

DATES: Comments must be received on or before August 6, 2003.

FOR FURTHER INFORMATION CONTACT: Carlita Ballard at the National Highway Traffic Safety Administration, Office of Planning and Consumer Standards, (NVS-131), 202-366-0307, 400 Seventh Street, SW., Room 5320, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: 49 CFR Part 544; Insurer Reporting Requirement.

OMB Control Number: 2127-0547.

Type of Request: Request for public comment on a previously approved collection of information.

Abstract: NHTSA must ensure that passenger motor vehicle insurance companies and rental/leasing companies comply with 49 CFR Part 544, Insurer Reporting Requirement. Part 544 requires that the insurance/rental and leasing companies provide information on comprehensive insurance premiums, theft and recoveries and actions taken to address motor vehicle theft.

Affected Public: Business or other for-profit.

Estimated Total Annual Burden: 66,300 hours (56,700 man-hours for 28 insurance companies and 9,600 man-hours for 17 rental and leasing companies).

Addresses: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th street, NW., Washington, DC 20503, Attention: NHTSA 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 estimate 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. A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on: June 27, 2003.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 03-16975 Filed 7-3-03; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation.

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 Request (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 collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 28, 2002 (67 FR 65832).

DATES: Comments must be submitted on or before August 6, 2003.

FOR FURTHER INFORMATION CONTACT: Joseph P. Scott at the National Highway Traffic Safety Administration (NHTSA), Office of Crash Avoidance Standards, 202-366-8525. 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: 49 CFR Part 574, Tire Identification and Recordkeeping.

OMB Control Number: 2127-0050.