

public information collections which will be submitted to OMB for renewal.

DATES: Comments must be received on or before December 16, 2002.

ADDRESSES: Comments must be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: In accordance with the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. Therefore, the FAA solicits comments on the following current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection in preparation for submission to renew the clearances of the following information collections.

1. 2120-0026, Domestic and International Flight Plans. Title 49 U.S.C., paragraph 40103(b) authorizes regulations governing the flight of the aircraft. 14 CFR 91 prescribes requirements for filing domestic and international flight plans. The information is collected to provide services to aircraft inflight and protection of persons and property of the ground. The current estimated annual reporting burden is 293,072 hours.

2. 2120-0039, Operating Requirements: Commuter and On-Demand Operation—14 CFR Part 135. Title 49 U.S.C., 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 these operating certificates. The current estimated annual reporting burden is 1,128,904 hours.

3. 2120-0043, Recording of Aircraft Conveyances and Security Documents. Title 49, U.S.C., Section 44108 provides for establishing and maintaining a system for recording of security conveyances affecting title to, or interest in, U.S. civil aircraft, as well as certain specifically identified engines, propellers, or spare parts locations, and for recording of releases relating to those

conveyances. The information collected is used to ensure proper compliance with the provisions of this regulation and to ensure that the national air transportation system is secure. The current estimated annual reporting burden is 55,406 hours.

4. 2120-0606, Fleet and Operations Reporting: Grand Canyon National Park. The information is needed to establish accurate information on overflights of Grand Canyon National Park for noise and safety management purposes, validate noise models for use in mitigation studies, determine when and where noise mitigation is required, and provide the basis for a flexible and adaptable noise management system. The current estimated annual reporting burden is 48 hours.

5. 2120-0608, Commercial Space Transportation Licensing Regulations. The required information is used to determine if applicant proposals for conducting commercial space launches can be accomplished in a safe manner according to regulations and license orders by the Office of the Associate Administrator for Commercial Space Transportation. The current estimated annual reporting burden is 3,236 hours.

6. 2120-0652, Changes in Permissible Stage 2 Airplane Operations. The information collected is used by the FAA to issue special flight authorization for nonrevenue operations of Stage 2 airplanes at U.S. Airports. Since this information is voluntarily submitted, operators only need to provide information when they need a special flight authorization. The current estimated annual reporting burden is 25 hours.

Issued in Washington, DC, on October 8, 2002.

Judith D. Street,

FAA Information Collection Clearance Officer, APF-100.

[FR Doc. 02-26279 Filed 10-15-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2002-59]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code

of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before November 15, 2002.

ADDRESSES: Send comments on any petition 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-200X-XXXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) 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>.

FOR FURTHER INFORMATION CONTACT: Sandy Buchanan-Sumter, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-7271.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on October 10, 2002.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-13154.

Petitioner: Lauda Air Luftfahrt AG.

Section of 14 CFR Affected: 14 CFR 129.28.

Description of Relief Sought: To permit Lauda Air Luftfahrt AG to operate its B-767 aircraft into U.S. airspace with cockpit doors that do not incorporate features to restrict the unwanted entry of persons into the

flightdeck that are operable from the flightdeck only.

[FR Doc. 02-26287 Filed 10-15-02; 8:45 am]

BILLING CODE 4910-13-P

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 Santa Barbara Municipal Airport, Goleta, CA

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 Santa Barbara Municipal Airport under the provisions of the 49 United States Code (U.S.C.) section 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before November 15, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3012, Lawndale, CA 90261. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Karen Ramsdell, Airport Director, Santa Barbara Municipal Airport at the following address: 601 Firestone Road, Goleta, CA 93117. Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Santa Barbara under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT:

Kevin Flynn, Supervisor, Arizona Standards Section, FAA Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, Telephone: (310) 725-3632. 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 Santa Barbara Municipal Airport under the provisions of the 49 U.S.C. section 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On September 27, 2002, the FAA determined that the application to impose and use the revenue from a PFC

submitted by the city of Santa Barbara 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 28, 2002.

The following is a brief overview of the impose and use application number 02-03-C-00-SBA.

Proposed charge effective date: July 1, 2005.

Proposed charge expiration date: May 1, 2006.

Level of the proposed PFC: \$3.00.

Total estimated PFC revenue approved in this application: \$1,142,000.

Brief description of proposed use of PFC revenue projects: Master Plan Implementation Plan Project/Taxiway A and Safety Area; Master Plan Implementation Aviation Facilities Plan/Runway Safety Areas.

Brief description of proposed impose and use Projects: Taxiway B Runway Relocation; Master Plan Implementation Plan Project/Taxiway M Runway Incursion Projects; Master Plan Implementation Plan Project/New Taxiway Q. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Unscheduled Air Taxi Operators Operating under FAR part 135.

Any person may inspect the application in person 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 city of Santa Barbara.

Issued in Lawndale, California, on October 2, 2002.

Mia P. Ratcliff,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 02-26286 Filed 10-15-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Draft Environmental Impact Statement for the Monmouth-Ocean-Middlesex Rail; Monmouth, Ocean, and Middlesex Counties, NJ

AGENCY: Federal Transit Administration (FTA).

ACTION: Notice of intent to prepare a Draft Environmental Impact Statement (DEIS).

SUMMARY: The Federal Transit Administration (FTA) is issuing this notice to advise agencies and the public that, in accordance with the National Environmental Policy Act, FTA and the NJ TRANSIT Corporation will prepare a Draft Environmental Impact Statement (DEIS) to evaluate and document the effects of potential rail service alternatives within a three county study area bounded by the Northeast Corridor, the North Jersey Coast Line and the southern Ocean County border, located within Monmouth, Ocean, and Middlesex Counties, New Jersey.

The purpose of the Monmouth-Ocean-Middlesex Rail Project DEIS is to examine the potential benefits, costs, and social, economic, and environmental impacts of feasible alternatives for improving mobility in the Monmouth-Ocean-Middlesex region. The DEIS will identify a preferred alternative that will improve mobility within that region. The DEIS will evaluate a Baseline Alternative and three Commuter Rail Alternatives of differing alignment. The Monmouth Junction Commuter Rail Alternative would use an existing rail corridor that runs from Monmouth Junction to Lakehurst along the Jamesburg Branch, the Freehold Secondary, and the Southern Secondary (Southern Branch) to provide diesel commuter rail service to communities in all three counties. The Red Bank Commuter Rail Alternative would also use an existing rail corridor—continuously from Red Bank to Lakehurst along the Southern Secondary (Southern Branch). The Matawan Commuter Rail Alternative would use the abandoned Freehold Branch, Freehold Secondary, and the Southern Secondary to provide diesel commuter rail service from Matawan to Lakehurst. All three alternatives would require improvements to the existing track and require the construction of some new transportation infrastructure, including tracks, stations and yards. The Commuter Rail Alternatives under consideration were identified and preliminarily assessed as part of the MOM Draft Major Investment Study (MIS) Report (February 1996), along with a recommended Enhanced Bus service.

DATES: *Comment Due Date:* Written comments on the scope of the DEIS should be sent to NJ TRANSIT by January 31, 2003. See **ADDRESSES** below.

Scoping meeting: Public scoping meetings for the Monmouth-Ocean-Middlesex Rail Project DEIS will be held on:

Middlesex County, Tuesday, December 3, 2002, 1:30 pm to 9:30 pm, Holiday