

*Description of Relief Sought:* Raytheon Aircraft Services (RAS) seeks exemption from 14 CFR 23.807(d)(1)(ii) for the Model 1900D. This rule requires commuter category aircraft, with a passenger seating capacity of 16 or greater, to be equipped with an accessible emergency exit on the same side of the aircraft as the entry door and two exits on the opposite side of the aircraft. RAS seeks a Supplemental Type Certificate for the 1900D to install a cargo configuration floor plan. The floor plan design would allow access to the forward entry door, but block access to the emergency exit on that side of the airplane. An emergency exit on the opposite side of the airplane would remain accessible.

The cargo configuration floor plan allows seating for three occupants: the pilot, co-pilot, and an observer. The baseline Model 1900D is certificated to a total passenger seating capacity of 19, and is equipped with a main cabin door and three emergency exits, per 14 CFR 23.807(d)(1)(ii). A simple comparison shows that egress for three persons through two exits, one on each side of the cabin, gives a level of safety equal to the original certification basis.

[FR Doc. 03-1318 Filed 1-21-03; 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 Jackson International Airport, Jackson, MS

**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 Jackson International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). **DATES:** Comments must be received on or before February 21, 2003.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Jackson Airports District Office, 100 West Cross Street, Jackson, Mississippi 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Dirk Vanderleest, Executive Director of the Jackson Municipal Airport Authority at the following address: Post Office Box 98109, Jackson, MS 39298-8109.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Jackson Municipal Airport Authority under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** David Shumate, Program Manager, Jackson Airports District Office, 100 West Cross Street, Jackson, Mississippi (601) 664-9882. 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 Jackson International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On January 7, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by Jackson Municipal Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than Date 120 days after receipt of application supplement.

The following is a brief overview of the application.

*PFC Application No.:* 03-04-C-00-JAN.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* February 1, 2007.

*Proposed charge expiration date:* June 1, 2010.

*Total estimated net PFC revenue:* \$6,211,722.

*Brief description of proposed project(s):* Runway Sweeper; Trichterator; Local Share & Engineering West Parallel Lights; Local Share & Engineering West Taxiway Overlay; Local Share Air Cargo Road; Local Share Air Cargo Apron/Taxiway; H. F. Environmental Assessment; Metes & Bounds Survey; Surface Transportation System; Rehab International Drive.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* All air taxi/commercial operators (ATCO) are requested to be excluded from the collection of a 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 Jackson Municipal Airport Authority.

Issued in Jackson, Mississippi on January 10, 2003.

**Wayne Atkinson,**

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

[FR Doc. 03-1316 Filed 1-21-03; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application (#03-03-C-00-SGU) To Impose and To Use a Passenger Facility Charge (PFC) at the St. George Municipal Airport, Submitted by the City of St. George, UT

**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 use a PFC at the St. George Municipal Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before February 21, 2003.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David R. Ulane, Airport Manager, at the following address: St. George Municipal Airport, 620 S. Airport Road, St. George, Utah 84770.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the St. George Municipal Airport, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Christopher Schaffer, (303) 342-1258; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361. 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 (#03-03-C-00-SGU) to use a PFC at the St. George Municipal Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On January 10, 2003, the FAA determined that the application to impose a PFC submitted by the City of St. George, Utah, was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 10, 2003.

The following is a brief overview of the application.

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

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

*Proposed charge expiration date:* June 30, 2008.

*Total requested for use approval:* \$538,575.

*Brief description of proposed projects:* Acquire aircraft rescue and fire fighting vehicle, acquire self-contained regenerative air sweeper, aircraft rescue and fire fighting building improvements, replacement airport planning, replacement airport environmental impact statement, replacement airport phase II environmental impact statement, construct replacement airport.

Class or classes of air carriers that the public agency has requested not be required to collect PFC's: Non-scheduled, on demand air carriers filing FAA Form 1800-31.

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 St. George Municipal Airport.

Issued in Renton, Washington, on January 10, 2003.

**David A. Field,**

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

[FR Doc. 03-1317 Filed 1-21-03; 8:45 am]

**BILLING CODE 4810-13-M**

## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

#### Pipeline Safety: Updates of Digital Mapping Data for Hazardous Liquid Pipeline High Consequence Areas (HCA)

**AGENCY:** Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice; issuance of advisory bulletin.

**SUMMARY:** The Office of Pipeline Safety (OPS) is issuing this advisory bulletin to owners and operators of hazardous liquid pipeline systems. OPS has updated and revised the High Consequence Area (HCA) digital mapping datasets based on revised U.S. Government data. The datasets are now available for download for "High Population Areas," "Other Populated Areas," and "Commercially Navigable Waterways." Operators have one year from the date of this bulletin to incorporate these new high consequence areas into their baseline integrity management assessment plans. The digital mapping datasets for Ecological and Drinking Water Unusually Sensitive Areas (USA) are not being updated at this time.

**FOR FURTHER INFORMATION CONTACT:** Sam Hall, (202) 493-0591; or by e-mail, [samuel.hall@rspa.dot.gov](mailto:samuel.hall@rspa.dot.gov). Steve Fischer, (202) 366-6267; or by e-mail, [steven.fischer@rspa.dot.gov](mailto:steven.fischer@rspa.dot.gov). This document can be viewed at the OPS home page at <http://ops.dot.gov>.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

The Federal hazardous liquid pipeline safety regulations at 49 CFR 195.452 require hazardous liquid pipeline operators to assess, evaluate, remediate and validate, through comprehensive analysis, the integrity of hazardous liquid pipeline segments that, in the event of a leak or failure, could affect populated areas, areas unusually sensitive to environmental damage and commercially navigable waterways. OPS has identified these High Consequence Areas in its National Pipeline Mapping System (NPMS).

Updated digital mapping data to delineate high consequence areas for use in geographic information systems is now available for high population areas, other populated areas, and commercially navigable waterways. Population information updates are based on data from the U.S. Census Bureau's TIGER 2000 datasets. Updates for commercially navigable waterways

are based on the 2002 version of the National Waterways Network as provided by the Bureau of Transportation Statistics. All updated data is available for download from the NPMS Web site at <http://www.npms.rspa.dot.gov>.

Operators have one year from the date of this bulletin to incorporate these new High Consequence Areas into their baseline integrity management assessment plans as required by 49 CFR 195.412. The digital mapping datasets for Ecological and Drinking Water Unusually Sensitive Areas (USA) are not being updated at this time.

##### II. Advisory Bulletin (ADB-03-01)

*To:* Owners and Operators of Hazardous Liquid Pipeline Systems.

*Subject:* Updates of Digital Mapping Data for Hazardous Liquid Pipeline High Consequence Areas (HCA).

*Purpose:* To advise owners and operators of hazardous liquid pipeline systems of the availability of updated and revised High Consequence Area digital mapping data for high population areas, other populated areas, and commercially navigable waterways.

*Advisory:* Updated digital mapping data for high population areas, other populated areas, and commercially navigable waterways are now available to owners and operators of hazardous liquid pipeline systems. The updated data is available for download from the NPMS Web site at <http://www.npms.rspa.dot.gov>. Operators have one year from the date of this bulletin to incorporate these new High Consequence Areas into their baseline integrity management assessment plans as required by 49 CFR 195.412. The digital mapping datasets for Ecological and Drinking Water Unusually Sensitive Areas (USA) are not being updated at this time.

Issued in Washington, DC, on January 13, 2003.

**Stacey L. Gerard,**

*Associate Administrator for Pipeline Safety.*  
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