

21), Pub. L. 10–181 (Apr. 5, 2000; 114 Stat. 61), requires that a 30-day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

The following is a brief overview of the request:

The state agencies have agreed to substitute new airport parcels for those identified in the Tri-Party Agreement. The following is a description of the parcels proposed for release:

(a) HDOT will convey 22.419 acres at Kahului, subject to an avigation easement, to Department of Land and Natural Resources (DLNR). The land is presently occupied by state agencies that are using it for non-aeronautical purposes.

(b) At Hilo, HDOT and DLNR will each swap 1.082 acres. Presently, HDOT airport land is occupied by a state agency and the DLNR land is occupied by the FAA/National Weather Service Station. By swapping land of equal size and value, HDOT will acquire 1.082 acres of aviation-use land and DLNR will acquire 1.082 acres, subject to an avigation easement, of non-aeronautical use land.

(c) HDOT will convey 41.067 acres, subject to avigation easement, at Hilo to DLNR. The land consists of a quarry and the former Hawaii National Guard site, that cannot be used for aeronautical purposes since it is isolated from the airport by a major roadway. It has never been used and will not be used for future aeronautical purposes.

(d) HDOT will convey another 16.941 acres, subject to avigation easement, of the quarry site at Hilo to DLNR. The state will pay HDOT fair market value of \$2,140,000, none of which is airport revenue, for the additional land. The additional 16.941 acres, along with the 41.067 acres above, represent the entire quarry and Hawaii National Guard site that has never been used for aeronautical purposes and which HDOT does not need for airport purposes.

Issued in Hawthorne, California, on October 30, 2002.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 02–28828 Filed 11–12–02; 8:45 am]

BILLING CODE 4910–13–Ma

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Artisan Liens on Aircraft; Recordability

AGENCY: Federal Aviation Administration

ACTION: Notice.

SUMMARY: This notice of legal opinion is issued by the Aeronautical Center Counsel to provide legal advice to the Aircraft Registration Branch, Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma, also identified as the FAA Aircraft Registry. Since December 17, 1981, the Aeronautical Center Counsel has issued opinions in the **Federal Register** of those states from which artisan liens will be accepted for recordation by the FAA Aircraft Registry. This opinion is to advise interested parties of the addition of the States of Louisiana, Massachusetts, and Rhode Island to that list.

ADDRESSES: Copies of prior opinions on the recordability of artisan liens from states which have statutes authorizing their recording may be obtained from: Aeronautical Center Counsel, AMC–7, P.O. Box 25082, Oklahoma City, OK 73125–4904.

FOR FURTHER INFORMATION CONTACT: Joseph R. Standell, Aeronautical Center Counsel, address above, or call (405) 954–3296.

SUPPLEMENTARY INFORMATION: In 46 FR 61528, December 17, 1981, the Federal Aviation Administration, Mike Monroney Aeronautical Center, published its legal opinion on the recordability of artisan liens, with the identification of those states from which artisan liens would be accepted. In 49 FR 17112, April 23, 1984, we advised that Florida, Nevada, and New Jersey had passed legislation that, in our opinion, allows the Aircraft Registry to accept artisan liens from those states. In 51 FR 21046, June 10, 1986, we advised that Minnesota and New Mexico had passed legislation that, in our opinion, allows the Aircraft Registry to accept artisan liens from those states. In 54 FR 23716, June 23, 1988, we advised that Missouri had passed legislation that, in our opinion, allows the Aircraft Registry to accept artisan liens from that state. In 54 FR 38584, September 19, 1989, we advised that Texas was identified as a state from which artisan liens will be accepted. In 54 FR 51965, October 17, 1989, we advised that North Dakota was identified as a state from which artisan liens will be accepted. In 55 FR 31938, August 6, 1990, we advised that Michigan and Tennessee was identified as states from which artisan liens will be accepted. In 56 FR 27989, June 18, 1991, we advised that Arizona was identified as a state which artisan liens will be accepted. In 56 FR 36189–36190, July 31, 1991, we advised that Iowa was identified as a state from which artisan

liens will be accepted. In 58 FR 50387, September 27, 1993, we advised that the states of California (General Aviation only), Connecticut, Ohio, and Virginia were identified as states from which artisan liens will be accepted.

The purpose of this opinion is to advise interested parties that in addition to those states previously identified, the states of Louisiana, Massachusetts and Rhode Island are identified as states from which artisan liens will be accepted. Massachusetts was inadvertently omitted from the previous Notice published in 58 FR 50387, September 27, 1993, however, despite that omission FAA's Aircraft Registry has accepted and recorded artisan liens filed pursuant to Massachusetts law.

The complete list of states from which artisan liens on aircraft will be accepted as of this date are: Alaska, Arizona, Arkansas, California (General Aviation Only), Connecticut, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Jersey, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virgin Islands, Virginia, Washington, Wyoming.

Issued in Oklahoma City on October 21, 2002.

Joseph R. Standell,

Aeronautical Center Counsel.

[FR Doc. 02–28830 Filed 11–12–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of Draft Supplemental Part 150 Study and Draft Environmental Assessment, Notice of Public Comment Period, and Notice of Public Hearing/Workshop for Proposed Noise Abatement Air Traffic measures for the Toledo Express Airport Located in Toledo, OH

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of availability, notice of comment period, notice of public hearing/workshop.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the 2002 Draft Supplemental Part 150 Study and Draft Environmental Assessment (EA) have been prepared and are available for public review and comment. The 2002 Draft Supplemental Part 150 Study is a

supplement to the 1999 Part 150 Study Update. The Draft EA assesses and discloses the environmental impacts of the proposed noise abatement air traffic measures recommended for implementation in the 2002 Draft Supplemental Part 150 Study and 1999 Part 150 Study Update. Written requests for the Draft Supplement and/or Draft EA may be directed to Mr. Paul Toth, Airport Director, Toledo Express Airport, 11013 Airport Highway, Swanton, OH 43558.

PUBLIC COMMENT PERIOD AND HEARING/WORKSHOP: The public comment period for the 2002 Draft Supplemental Part 150 Study and the Draft EA will begin on November 12, 2002 and will close on December 20, 2002. A Public Hearing/Workshop will be held on December 12, 2002 for both documents. The Hearing/Workshop will begin at 5:30 p.m. and last until 7:30 p.m. or until all interested people have spoken. The location for the Hearing/Workshop is the VFW Hall at 1950 S. Eber Road, Holland, Ohio. Interested Parties may address the 2002 Draft Supplemental Part 150 Study and/or the Draft EA in their comments at the Hearing/Workshop.

Copies of the Draft Supplement and Draft EA may be viewed during regular business hours at the following locations:

1. Toledo Express Airport, 11013 Airport Highway, Swanton, OH 43558.
2. Toledo-Lucas County Port Authority, One Maritime Plaza, Toledo, OH, 43604-1866.
3. Toledo-Lucas County Public Library, 1032 South McCord Road, Holland, OH 43528.
4. Swanton Public Library, 305 Chestnut Street, Swanton, OH 43558.
5. FAA, Great Lakes Region, 2300 E. Devon Ave., Des Plaines, IL 60018.
6. FAA, Detroit Airports District Office, Willow Run Airport, 8820 Beck Road, Belleville, MI 48111.

FOR FURTHER INFORMATION ON THE DRAFT SUPPLEMENTAL PART 150 STUDY CONTACT: Ms. Katherine Jones, FAA, Detroit Airports District Office, Willow Run Airport, 8820 Beck Road, Belleville, MI 48111. Ms. Jones may be contacted at (734) 487-7298.

FOR FURTHER INFORMATION ON THE DRAFT ENVIRONMENTAL ASSESSMENT CONTACT: Ms. Annette Davis, FAA, Great Lakes Region, Air Traffic Division, 2300 East Devon Avenue, Des Plaines, Illinois, 60018. Ms. Davis may be contacted at (847) 294-8091.

SUPPLEMENTARY INFORMATION: In 1991, the Toledo-Lucas County Port Authority (TLCPA) initiated a series of noise contour updates that were reflective of Burlington Air Express Global

operations. The reanalysis of the noise contours continued in 1994, 1995/1996 and 1999. None of these resulted in an approved contour from the FAA. A Part 150 Study Update was completed in 1999, but not approved. In 2002, a Supplemental Part 150 Study was prepared for the 1999 Part 150 Study Update to update existing and future noise exposure and determine if the recommended noise abatement air traffic measures and land use mitigation measures were still reasonable and feasible.

The Draft EA assesses the potential environmental impacts of the recommended noise abatement air traffic measures from the 2002 Supplemental Part 150 Study, which is a supplemental report to the 1999 Part 150 Study Update. The goal of the 1999 Noise Compatibility Plan (NCP) was to reduce noise impacts in the 65 DNL noise contour, as well as impacts in the 60-65 DNL noise contour. The noise abatement air traffic measures recommended in the 1999 NCP would have met that goal if they had been approved and implemented, because the measures would have directed aircraft over areas with the fewest number of people. The goal of the TLCPA to reduce noise impacts in the 65 DNL noise contour, as well as impacts in the 60-65 DNL noise contour, has not changed. The noise abatement air traffic measures would still meet this goal because the measures would continue to direct aircraft traffic over the most noise compatible areas. Therefore, the noise abatement air traffic measures are still feasible and reasonable.

Comments from interested parties on the 2002 Supplemental Part 150 Study or Draft EA are encouraged and may be presented at the Public Hearing/Workshop or may be submitted in writing to the TLCPA's consultant, Mr. Rob Adams, Landrum & Brown, Inc., 11279 Cornell Park Drive, Cincinnati, OH 45242. The comment period will close on December 20, 2002.

Issued in Des Plaines, Illinois on November 1, 2002.

Richard K. Peterson,

Acting Manager, Air Traffic Division, FAA, Great Lakes Region.

[FR Doc. 02-28826 Filed 11-12-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Air Carrier Operations

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee on Air Carrier Operations Issues to receive and discuss the final report from the Extended Operations for Multi-engine Airplanes Working Group.

DATE: The meeting will be held on December 16, 2002, at 10:00 a.m.

ADDRESSES: The meeting will be held in Conference Room 833, Federal Office Building 10A (the "FAA Building"), 800 Independence Ave., SW., Washington, DC, 20591.

FOR FURTHER INFORMATION CONTACT:

Linda Williams, Office of Rulemaking, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-9685; e-mail linda.l.williams@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee on Air Carrier Operations to be held on December 16, 2002.

The agenda will include a final report from the Extended Operations (ETOPS) for Multi-engine Airplanes Working Group. The final report of the working group was forwarded to the members of the Air Carrier Operations Issues Group on October 30, 2002, for review. The meeting on December 16, 2002, will constitute the final action of the ETOPS working group.

Attendance is open to the interested public but may be limited by the space available. Members of the public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

If you are in need of assistance or require a reasonable accommodation for