

(1) Automatic Identification System (AIS) Technology and Training Requirements.

(2) Update on the Great Lakes Pilotage Office Relocation Study.

(3) Update on Bridge Hour Study.

Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Executive Director no later than July 25, 2002. Written material for distribution at the meeting should reach the Coast Guard no later than July 25, 2002. If you would like a copy of your material distributed to each member of the committee in advance of the meeting, please submit 10 copies to Margie Hegy at the address in the **ADDRESSES** section no later than July 22, 2002.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the Executive Director as soon as possible.

Dated: July 9, 2002.

J.P. Brusseau,

Captain, Coast Guard, Acting Assistant Commandant for Marine, Safety, Security, and Environmental Protection.

[FR Doc. 02-17565 Filed 7-9-02; 4:03 pm]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Surplus Property Release at George M. Bryan Field Airport, Starkville, MS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on land release request.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the city of Starkville to waive the requirement that a 4.5 acre parcel of surplus property, located at the George M. Bryan Field Airport, be used for aeronautical purposes.

DATES: Comments must be received on or before August 12, 2002.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate

to the FAA at the following address: Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to The Honorable Mack D. Rutledge, Mayor of Starkville, Mississippi at the following address: City Hall, 101 Lampkin Street, Starkville, MS 38902-0310.

FOR FURTHER INFORMATION CONTACT: David Shumate, Program Manager, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208-2307, (601) 664-9882. The land release request may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by city of Starkville, MS to release 4.5 acres of surplus property at the George M. Bryan Field Airport. The property will be sold in part or in whole commercial or industrial users for fair market value. The property is located on the West side of the airport.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the city of Starkville, Mississippi.

Issued in Jackson, Mississippi on July 2, 2002.

Wayne Atkinson,

Manager, Jackson Airports District Office, Southern Region.

[FR Doc. 02-17575 Filed 7-11-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Technical Standard Order—TSO-C39c, Aircraft Seats and Berths

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability and requests for public comments.

SUMMARY: This notice announces the availability of and request comments on a proposed Technical Standard Order (TSO) C39c, Aircraft Seats and Berths. The proposed TSO-C39c, Aircraft Seats and Berths, prescribes the minimum performance standard (MPS) that a aircraft seat and berth must meet in order to bear the TSO number on its identification plate. Proposed TSO-C39c provides standards for seating systems in transport, rotorcraft, normal and utility airplanes, and acrobatic.

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

ADDRESSES: Send all comments on the proposed technical standard order to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs and Continued Airworthiness Branch, AIR-120, ATTN: Bobbie J. Smith, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. Or, deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, AIR-120, Aircraft Certification Service, Aircraft Engineering Division, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone 202-267-9546.

SUPPLEMENTARY INFORMATION:

Comment Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed TSO may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

Background

This TSO is proposed to provide minimum performance standards for aircraft seats and berths.

TSO-C39 was originally developed to provide a standard that would serve as a basis for FAA approval to meet the emergency landing loads specified in the airworthiness requirements. Specifically TSO-C39 replaced TSO-C25 as the seat standards when the certification basis for aircraft changed from including a forward crash load of 6g's to 9g's.

TSO-C39 incorporated NAS 809 to provide the criteria that could be used to demonstrate the strength of aircraft seats to the 9g-standard. In 1988, a new requirement for seat strength and performance, commonly called the 16g rule, was promulgated in the Federal Aviation Regulation. The 16g rule was fundamentally different from previous emergency landing conditions as it