

cooperating agencies during scoping will also be given due consideration.

### Potential Environmental Impacts

TVA anticipates that the EIS will include discussion of the potential effects of the various alternatives on the following resources: terrestrial wildlife and vegetation; aquatic ecology, endangered and threatened species; geology; surface and groundwater; wetlands; recreation and natural areas; cultural resources; socioeconomic and environmental justice issues; land use; solid waste disposal; visual resources; and transportation. Other issues that may also be discussed, depending on the potential impact of the alternatives, include noise, air quality, floodplains, and soils.

### Public Participation

TVA is interested in receiving comments on issues and alternatives to be addressed in the EIS. Written comments on the scope of the environmental review should be received on or before June 15, 2003. TVA will prepare an EIS on a range of alternatives for the proposed Koppers Coal Reserve Management Plan after considering public comments received from this scoping process. TVA anticipates completing the Draft EIS by October 2004. An opportunity to review and comment on the Draft EIS will be provided at that time. Concurrent with the NEPA review, TVA also seeks comments from the public on the scope of this federal undertaking on historic properties as provided under section 106 of NHPA.

TVA plans to hold a public meeting to provide more information and to receive comments on the proposal on June 3, 2003, at Cove Lake State Park, 4 p.m.–8 p.m. eastern standard time. The time, location, and place will be announced in local newspapers, on the TVA Web page at <http://www.tva.gov/environment/calendar.htm>, and may be obtained by contacting the persons listed above.

Dated: May 7, 2003.

**Kathryn J. Jackson,**

*Executive Vice President, River System Operations & Environment.*

[FR Doc. 03–12129 Filed 5–14–03; 8:45 am]

BILLING CODE 8120–08–P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Application of USA Jet Airlines, Inc. for Passenger Certificate Authority

**AGENCY:** Department of Transportation.

**ACTION:** Notice of order to show cause (Order 2003–5–10), Dockets OST–02–12987 and OST–02–12989.

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding USA Jet Airlines, Inc., fit, willing, and able, and awarding it certificates of public convenience and necessity authorizing it to engage in interstate and foreign charter air transportation of persons, property and mail.

**DATES:** Persons wishing to file objections should do so no later than May 27, 2003.

**ADDRESSES:** Objections and answers to objections should be filed in Dockets OST–02–12987 and OST–02–12989 and addressed to the Department of Transportation Dockets (SVC–124.1, Room PL–401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Mr. Howard Serig, Air Carrier Fitness Division (X–56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366–4822.

Dated: May 9, 2003.

**Read C. Van De Water,**

*Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 03–12171 Filed 5–14–03; 8:45 am]

BILLING CODE 4910–62–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of the Record of Decision on the Potomac Consolidated Terminal Radar Approach Control (TRACON) Airspace Redesign

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of Availability of the record of Decision for the Potomac Consolidated TRACON Airspace Redesign.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969 and FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, the Federal Aviation Administration (FAA) has made a final determination to modify aircraft routes, altitudes and air traffic control procedures used in a 23,000 square mile area around Washington, DC. These procedures relate to aircraft arriving and departing from Andrews

Air force Base (ADW), Baltimore-Washington International Airport (BWI), Dulles International Airport (IAD), Reagan Washington National Airport (DCA) and other smaller area airports. The FAA's determinations on the airspace redesign are contained in the Record of Decision (ROD) dated May 1, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mr. William Carver, Support Manager, Potomac TRACON, (540) 349–7520, E-mail: [william.carver@faa.gov](mailto:william.carver@faa.gov).

**SUPPLEMENTARY INFORMATION:** As discussed in the ROD, the revised aircraft routes, altitudes and procedures will be established in a manner consistent with the alternative "Existing Peripheral Airspace Ingress/Egress Transfer Points with New Internal Airspace Design," Alternative 2, identified as the preferred alternative in the Final Environmental Impact Statement (FEIS), Potomac Consolidated TRACON (PCT) Airspace Redesign, prepared by the FAA and dated December 2002. The FAA issued the FEIS on January 10, 2003.

The ROD is available for review on the Internet at <http://www.faa.gov/ats/potomac>.

Dated: May 8, 2003.

**Barbara Jo Cogliandro,**

*Air Traffic Manager, Potomac TRACON.*

[FR Doc. 03–12044 Filed 5–14–03; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE–2003–28]

#### 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, dispositions of certain petitions previously received, and corrections. 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. Because the FAA is intending to make a decision on the allocation of these exemption slots in the near future, the FAA is providing an abbreviated comment period of 10 days.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before May 27, 2003.

**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-2000-XXXX 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:** Tim Adams (202) 267-8033, Dennis Emrick (202) 267-75174, or Sandy Buchanan-Sumter (202) 267-7271, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

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

Issued in Washington, DC, on May 9, 2003.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### **Petitions for Exemption**

*Docket No.:* FAA-2003-14827.

*Petitioner:* Comair, Inc.

*Section of 14 CFR Affected:* 14 CFR 93.123.

*Description of Relief Sought:* To permit Comair to operate certain slots at Ronald Reagan National Airport, authorized by exemption only, to provide nonstop service to Savannah, Georgia, and Lexington, Kentucky.

*Docket No.:* FAA-2003-14975.

*Petitioner:* Spirit Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 93.123.

*Description of Relief Sought:* To permit Spirit Airlines, Inc. to operate certain slots at Ronald Reagan National Airport, authorized by exemption only,

to provide nonstop service to Detroit, Michigan, or Ft. Lauderdale, Florida.

[FR Doc. 03-12045 Filed 5-14-03; 8:45 am]

**BILLING CODE 4910-13-P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Motor Carrier Safety Administration**

**[FMCSA Docket No. FMCSA-2003-14911]**

##### **Exemptions From Certain Controlled Substances and Alcohol Testing Regulations; Mayflower Transit LLC dba Aero Mayflower Transit and United Van Lines LLC Requesting Exemptions**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of application for exemption; request for comments.

**SUMMARY:** This notice announces the FMCSA's receipt of an application from Mayflower Transit LLC and United Van Lines LLC for exemptions from certain Federal controlled substance and alcohol testing requirements. The applicants request exemptions that would allow them to impose controlled substance and alcohol testing on their non-CDL (commercial driver's license) drivers using the same standards, forms and requirements, and in the same random testing pool, as their CDL drivers.

**DATES:** Comments must be received on or before June 16, 2003.

**ADDRESSES:** Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m. e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard, or you may print the acknowledgment page that appears after submitting comments electronically.

**FOR FURTHER INFORMATION CONTACT:** For information about the exemption application in this notice, Ms. Kaye Kirby, Office of Bus and Truck Standards and Operations, (202) 366-3109; for information about legal issues related to this notice, Mr. Mike Falk, Office of the Chief Counsel, (202) 366-1384, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m.,

e.t., Monday through Friday, except Federal holidays.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

Section 4007 of the Transportation Equity Act for the 21st Century (TEA-21) (Pub. L. 105-178, 112 Stat. 107, now codified at 49 U.S.C 31315 and 31136), requires FMCSA to publish a notice in the **Federal Register** for each exemption requested, explain that the request has been filed, provide the public with an opportunity to inspect the safety analysis and any other relevant information known to the agency, and provide an opportunity to comment on the request. Prior to granting a request for an exemption, the agency must publish a notice in the **Federal Register** identifying the person or class of persons who will receive the exemption, the provisions from which the person will be exempt, the effective period, and all terms and conditions of the exemption. The terms and conditions established by FMCSA must ensure that the exemption will likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved by complying with the regulation.

On December 8, 1998, FMCSA published an interim final rule implementing section 4007 of TEA-21 (63 FR 67600). The regulations at 49 CFR part 381 establish the procedures to be followed to request waivers and to apply for exemptions from the Federal Motor Carrier Safety Regulations, and the provisions used to process them.

##### **Exemption Request**

Mayflower and United Van Lines have requested exemptions that would allow them to impose controlled substance and alcohol testing on their non-CDL drivers using the same standards, forms and requirements, and in the same random testing pool as their CDL drivers.

Mayflower and United Van Lines note that for purposes of administrative efficiency and to promote safety in their operations, Mayflower and United Van Lines have included all of the commercial motor vehicle drivers, including the non-CDL drivers, in the company controlled substance and alcohol testing programs conducted under the Department of Transportation regulations. This request for exemptions was prompted by the results of a compliance review conducted by the Federal Motor Carrier Safety Administration during which Mayflower was cited for including non-CDL drivers in its controlled substances and alcohol testing program. Consequently, Mayflower and United