

with the Chicago Department of Aviation (DOA), and it will be conducted as follows: Wednesday, March 19, 2003 from 4 p.m. to 8 p.m. at the Mirage Banquets facility at the Four Points Sheraton O'Hare hotel located at 10249 West Irving Park Road in Schiller Park, Illinois. A number of display boards illustrating the current status of the ongoing EIS and describing FAA's conceptualization of key project purpose and need criteria (as well as a number of the Airport's key present and projected operational problems) will be available for inspection. Staff of FAA and its Third Party EIS Contractor will be available at the Public Information Meeting to answer questions. Forms for providing written comments to FAA by interested parties on the matters presented by FAA in the Public Information Meeting will also be provided. FAA is requesting that comments be submitted by the close of business on Monday, April 21, 2003.

Representatives of the DOA will be available to offer information on its Airport Layout Plan (ALP), on its analysis of runway options, on its facility requirements, and on its concept for development of the Airport.

FOR FURTHER INFORMATION CONTACT:

Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. MacMullen can be contacted by phone at (847) 294-7522 (voice) and at (847) 294-7046 (facsimile).

SUPPLEMENTARY INFORMATION: The FAA previously decided to prepare an Environmental Impact Statement (EIS) addressing specific improvements at and adjacent to O'Hare International Airport. As presently conceived, the runway construction component of the O'Hare Modernization Program would involve: a new North Runway 9-27, a relocation of existing Runway 18-36 (Arrival Runway 9R-27L), a relocation of existing Runway 14L-32R (arrival Runway 9L-27R), a relocation of existing Runway 14R-32L (South Runway 9-27), an extension of existing Runway 9R-27L, and an extension of existing Runway 9L-27R. Overall, the proposed project as presently conceived would result in O'Hare International Airport ultimately having a total of eight runways: six parallel east-west runways, and two parallel runways oriented in the northeast-southwest direction. In addition, the O'Hare Modernization Program could also potentially involve relocation of some or all existing navigation aids, placement of new navigation aids, revision to existing air

traffic control procedures, provision of a new western access to the Airport, additional terminal facilities, and various roadway and rail line relocations. Finally, the potential acquisition of approximately 539 housing units, 109 businesses, and 433 acres of property outside of the Airport's present boundaries is also envisioned. The purpose and need for the above-identified improvements will be presented and reviewed in detail within FAA's forthcoming EIS. In addition, reasonable alternatives, including the "no-build," will be considered, as appropriate.

Interested parties are invited to attend the Public Information Meeting and also to provide written comments to FAA. The FAA informational contact person identified above should receive any written comments by no later than the close of business on Monday, April 21, 2003.

Issued in Des Plaines, Illinois on February 6, 2003.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2003-04]

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 March 6, 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-200X-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:

Vanessa Wilkins, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-8029.

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

Issued in Washington, DC, on February 10, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-12856.

Petitioner: The Lindbergh Corporation of America.

Section of 14 CFR Affected: 14 CFR 91.307(a)(1) and 105.43(a)(1).

Description of Relief Sought: To allow certain volunteer parachutists to maintain specific reserve parachutes under a program consisting of an inspection and repack every year and a detailed external inspection every 120 days. This program would allow Lindbergh to collect, compile, and publish data on the advisability of extending the 120-day repack requirement.

Docket No.: FAA-2002-13296.

Petitioner: Aircraft Investments, LLC.

Section of 14 CFR Affected: 14 CFR 21.191(g).

Description of Relief Sought: To allow Aircraft Investments to receive an amateur-built experimental airworthiness certificate under § 21.191(g) for its "Spirit of St. Louis" aircraft.

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