

Pensacola Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 9, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Pensacola was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 12, 2002.

The following is a brief overview of the application.

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

*Proposed charge expiration date:* December 1, 2007.

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

*Total estimated PFC revenue:* \$350,000.

*Brief description of proposed project(s):* Impose and Use: FY02 Heightened Security Costs Class or classes of air carriers which the public agency has requested not be required to collect PFCs: air taxi/commercial operators 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 Southern Region Headquarters/ASO-600, 1701 Columbia Ave., College Park, Georgia 30337.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Pensacola.

Issued in Orlando, Florida on August 9, 2002.

**John W. Reynolds, Jr.,**

*Assistant Manager, Airports Division, Southern Region.*

[FR Doc. 02-20765 Filed 8-14-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Livingston County, MI

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Tier 2 Environmental Impact Statement (EIS) will be prepared for construction impacts of the widening of M-59 from

I-96 to US-23 in Livingston County, Michigan. A Record of Decision (ROD) for the Tier 1 EIS right-of-way preservation was signed on May 31, 2002.

**FOR FURTHER INFORMATION CONTACT:** Mr. Abdelmoez Abdalla, Environmental Program Manager, Federal Highway Administration, 315 W. Allegan Street, Room 207, Lansing, Michigan 48933, Telephone (517) 702-1820 or Mr. Paul W. McAllister, Project Coordination Unit, Bureau of Transportation Planning, PO Box 30050, Lansing, Michigan 48909, Telephone (517) 335-2622.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Michigan Department of Transportation (MDOT) will prepare a Tier 2 EIS for the widening of M-59 from I-96 to US-23 in Livingston County, Michigan. The corridor is approximately 12.8 miles long. The area long M-59 is currently experiencing intense development pressure and traffic congestion problems. The proposed project will accommodate the projected year 2025 traffic volume and improve motorist safety. The current facility is two lanes. The project alternatives include: (1) The no build, (2) widening from two to five lanes, and (3) widening from two lanes to a four-lane boulevard, with some five-lane areas. The widening will occur within a 300-foot right-of-way corridor preserved by a Tier 1 EIS along the existing route of M-59. Scoping documents describing the proposed action and soliciting comments will be sent to appropriate Federal, state, local agencies, private organizations, and citizens who have previously expressed or are known to have interest in this proposal. A public information meeting was held on November 7, 2001, to provide the public the opportunity to discuss the proposed action. A public hearing will also be held. Public notice will be given of the time and place of the public hearing. The Tier 2 Draft EIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting is scheduled at this time. Comments and suggestions are invited from all interested parties to insure that the full range of issues related to this proposed action are addressed and all significant issues are identified. Questions or comments concerning this proposed action and the EIS should be directed to the FHWA address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on

Federal programs and activities apply to this program.)

Issued on: August 5, 2002.

**James J. Steele,**

*Division Administrator, Lansing, Michigan.*

[FR Doc. 02-20721 Filed 8-14-02; 8:45 am]

**BILLING CODE 4410-22-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number: MARAD-2002-13079]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ARGONAUT.

**SUMMARY:** As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before September 16, 2002.

**ADDRESSES:** Comments should refer to docket number MARAD-2002-13079. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

**SUPPLEMENTARY INFORMATION:** Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR part 388.

**Vessel Proposed for Waiver of the U.S.-build Requirement**

(1) Name of vessel and owner for which waiver is requested. *Name of vessel:* ARGONAUT. *Owner:* Windships America Inc.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "This vessel is 50.3 feet in length, 15.5 feet in breadth, and the net tonnage is 31 NRT."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* "The intended use is day charter in the waters off New York and New England, based in Greenport, LI, NY."

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* 1965. *Place of construction:* Muiden, the Netherlands.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "The granting of this waiver should have no adverse effect on current commercial passenger vessel operators. Restricting the number of passengers to twelve will not interfere with the current charter business aboard the Mary E, the only other working charter vessel in Greenport. My previous experience in Greenport was in 2000, as Captain of the Malabar, a charter vessel that has since been sold for charter operations in Florida."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "The granting of this waiver will have no adverse effect on US shipyards. Maintenance work on this vessel has been performed at Greenport Yacht & Shipbuilding Co., Greenport, NY."

Dated: August 9, 2002.

By Order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 02-20780 Filed 8-14-02; 8:45 am]

**BILLING CODE 4910-81-P**

**DEPARTMENT OF TRANSPORTATION****Maritime Administration**

**[Docket Number: MARAD-2002-13080]**

**Requested Administrative Waiver of the Coastwise Trade Laws**

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ARGONAUT II.

**SUMMARY:** As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before September 16, 2002.

**ADDRESSES:** Comments should refer to docket number MARAD-2002-13080. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dms.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m.

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**Vessel Proposed for Waiver of the U.S.-build Requirement**

(1) Name of vessel and owner for which waiver is requested. *Name of vessel:* ARGONAUT II. *Owner:* David J. Walker.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "size of Vessel: Seventy-three feet (73'), *Capacity:* 51.77 Gross Tonnage, 23.76 Net Tonnage."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* "Small Charter vessel for the purpose of taking out passengers of no more than twelve (12) for the purpose of scattering the ash remains of a beloved one upon the sea using a traditional group ritual, whereby providing a unique, elegant and affordable alternative to beloved ones and their families." "Near coastal waters of Washington, including Puget Sound, Inland Waterways, Strait of Juan de Fuca and S.E. Alaska."

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* June 21, 1922. *Place of construction:* Meuchions Shipyard in Vancouver, Canada.