

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and to impose and use the revenue from a PFC at Hartsfield Atlanta International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 28, 2002, the FAA determined that the application to impose and to impose and use the revenue from a PFC submitted by The City of Atlanta 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 December 12, 2002. The following is a brief overview of the application.

PFC Application No.: 02-03-C-00-ATL.

Level of proposed PFC: \$4.50.

Proposed charge effective date: May 1, 2005.

Proposed charge expiration date: January 2022.

Total estimated net PFC revenue: \$1,280,997,615.

Brief Description of proposed project(s):

Construction of 5th Runway (Impose and use);

Taxiway "L" Extension (Impose and use);

Taxiway Construction and Intersection Upgrades (Impose and use);

Airfield Pavement Replacement (Impose and use);

Airfield Lighting Systems (Impose and use);

New End Around Taxiway (Impose only);

Approach Clearance and Landscape Safety (Impose and use);

Surface Movement Guidance System (Impose and use);

Consolidated Rental Car Facility (CONRAC) Automated People Mover System (Impose only);

Airport Access Roadway (Impose only).

Class or classes of air carriers which the public agency has requested not be required to collect PCFs: Air Taxi/ Commercial Operators (ATCO) when enplaning revenue passengers in limited, irregular, special service air taxi/commercial operations such as air ambulance services, student instruction, non-stop sightseeing flights that begin and end at the airport and are concluded within a 25 mile radius of the airport.

Any person may inspect the application in person at the FAA office

listed above under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Atlanta's Department of Aviation.

Issued in College Park, Georgia, on August 28, 2002.

Embree C. Hunnicutt, Jr.,

Acting Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 02-22626 Filed 9-4-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Southeast Texas Regional Airport, Beaumont, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Southeast Texas Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before October 7, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Byron L. Broussard, Manager of Southeast Texas Regional Airport at the following address: Airport Manager, Southeast Texas Regional Airport, 4875 Parker Drive, Beaumont, Texas 77705.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, Federal Aviation

Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Southeast Texas Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 27, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 December 20, 2002.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: March 1, 2005.

Proposed charge expiration date: September 1, 2005.

Total estimated PFC revenue: \$166,800.

PFC application number: 02-04-C-00-BPT.

Brief description of proposed projects(s):

Projects To Impose and Use PFC's

1. Update Masterplan
2. Airport Safety Improvements
3. Acquire Forward Looking Infrared System
4. Acquire and Install Replacement Passenger Loading Bridge
5. Conduct Runway ¹⁹/₃₄ Extension Benefit Cost Analysis
6. PFC Application and Administrative Fees

Proposed class or classes of air carriers to be exempted from collecting PFC's: None.

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, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at Southeast Texas Regional Airport.

Issued in Fort Worth, Texas on August 27, 2002.

Naomi L. Saunders

Manager, Airports Division.

[FR Doc. 02-22627 Filed 9-3-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Mendocino County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project on State Route 101 (SR 101) in Mendocino County, near the town of Hopland, California.

FOR FURTHER INFORMATION CONTACT:

Harry Khani, Transportation Engineer, Federal Highway Administration, 980 Ninth Street, Suite 400, Sacramento, California 95814, telephone: (916) 498-5056, e-mail:

Harry.Khani@fhwa.dot.gov. Alan Escarda, California Department of Transportation (Caltrans) Project Manager, 1656 Union Street, Eureka, CA 95501, telephone: (707) 441-2097, e-mail: *Alan_Escarda@dot.ca.gov*.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with Caltrans proposes to construct a four-lane freeway or expressway on SR 101 in Southern Mendocino County. The project limits extend from kp 14.2 to 28.3 (pm 8.8/17.6). The project will bypass the community of Hopland and upgrade the last section of two-lane conventional highway on SR 101 between Ukia and the San Francisco Bay Area to a four-lane freeway or expressway. The project is needed to reduce operational conflicts, accommodate existing and future traffic demand, reduce travel time, increase safety, improve air quality, reduce noise in Hopland and provide the facility concept identified in the "Inter-regional Transportation Strategic Plan".

Five alignments are being proposed at this time as well as a "No Build" alternative. All of the alignments potentially affect oak woodlands, riparian forest and pre-historic cultural resources. Letters describing the proposed action and soliciting comments have been sent to appropriate

Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A Public Open House has been held to solicit opinions from the community and a Project Development Team has been formed to determine the scope of the project. In addition, a public hearing will be held when the Draft EIS is complete. Public notice will be given of the time and location of the meetings and hearing. The Draft EIS will be available for public and agency review and comment prior the public hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided.

(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 13, 2002.

Maiser Khaled,

Chief, District Operations North, California Division, Federal Highway Administration.

[FR Doc. 02-21931 Filed 9-4-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2002-13014; Notice 1]

Dorel Juvenile Group; Receipt of Application for Determination of Inconsequential Non-Compliance

Dorel Juvenile Group [Cosco] (DJG), of Columbus, Indiana, failed to comply with S5.1.1(a) of Federal Motor Vehicle Safety Standard (FMVSS) No. 213, "Child Restraint Systems," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." DJG has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of the application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other

exercise of judgement concerning the merits of the application.

The following summarizes the DJG petition based upon information provided with the petition in accordance with the requirements of 49 CFR Part 556, "Exemption for Inconsequential Defect or Noncompliance."

Summary of the Petition

On September 7, 2001, as a result of its fiscal year 2001 testing, NHTSA notified DJG of a potential noncompliance regarding DJG's child restraint system (CRS). The noncompliance is the separation of the tether strap and steel belt slot adjustment channel from the Cosco Alpha Omega CRS seat shell produced from November 1, 2000 through January 10, 2001 (6 Models and 86,476 units). S5.1.1(a) of FMVSS No. 213 states that each child restraint system shall "Exhibit no complete separation of any load bearing structural element * * *."

DJG does not think that tether separation during the sled test is the same as a complete separation of a load bearing structural element. DJG believes that the regulatory history of S5.1.1 shows that the purpose of the requirement is to reduce the likelihood of injury during collapse or disintegration of the system; therefore, the cutting of the tether strap does not present a risk of collapse or disintegration. DJG states that the agency's compliance test data show tether separation of the Alpha Omega CRS under dynamic loading provides significantly improved results compared to other Alpha Omega CRS without tether separation under dynamic loading. Therefore, DJG filed this petition on the basis that the noncompliance is inconsequential to motor vehicle safety.

Availability of the Petition and Other Documents

The petition and other relevant information are available for public inspection in NHTSA Docket No. NHTSA-2002-13014. You may call the Docket at (202) 366-9324 or you may visit the Docket Management in Room PL-401, 400 Seventh Street, SW., Washington, DC 20590 (10 a.m. to 5 p.m., Monday through Friday). You may also view the petition and other relevant information on the Internet. To do this, do the following:

(1) Go to Docket Management System (DMS) Web page for the Department of Transportation (<http://dms.dot.gov/search/>).

(2) On the next page (<http://dms.dot.gov/search/>)