

and inspection instructions for any items in the fuel tank system that are determined to require repetitive inspections or maintenance, to assure the safety of the fuel tank system. In addition, the rule requires certain operators of those airplanes to incorporate FAA-approved fuel tank system maintenance and inspection instructions into their current maintenance or inspection program.

In addition to the rule changes adopted by amendment 25-102, the FAA also developed advisory material to supplement the rule changes. That advisory material was issued on April 18, 2001, as Advisory Circular (AC) 25.981-1B and AC 25.981-2. The FAA now announces the availability of a revised version of AC 25.981-1B for public comment.

The revised advisory material, AC 25.981-1C, provides guidance on how to substantiate that ignition sources will not be present in airplane fuel tank systems following failures or malfunctions of airplane components or systems. Also included is guidance for developing any limitations for the Instructions for Continued Airworthiness that may be generated by the fuel tank system safety assessment identified in amendment 25-102.

Since issuance of AC 25.981-1B, the FAA has received a number of comments and requests for additional guidance from users of the AC and has developed the revised AC to address these issues. Changes to the AC include:

- Clarification of the definition of filament heating energy levels,
- A new paragraph addressing electrostatics,
- A new paragraph describing considerations for establishing minimum wire separation distances,
- Discussion of use of silver inside fuel tanks,
- Additional guidance regarding spaces adjacent to fuel tanks
- New guidance on considerations for electrical bond redundancy, self bonding couplings, bond integrity checks, bond corrosion and integrity, and definition of major components.

In addition, several portions of the AC have been reorganized to present the material in a more useable form. Revised text is highlighted in yellow for ease in identifying changes from the previous version (AC 25.981-1B). You may also review the previous version at the Internet address provided earlier in this document under the heading, "How do I obtain a copy of the proposed advisory circular revision?"

Issued in Renton, Washington, on May 30, 2002.

Vi L. Lipski,

*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 02-14756 Filed 6-11-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2002-12426]

Draft Advisory Circular 93-1, Reservations for Unscheduled Flights at High Density Traffic Airports; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of draft advisory circular and request for comments; correction.

SUMMARY: This document contains a correction to the notice, published in the **Federal Register** on June 3, 2002 (67 FR 38305). That notice requests comments on Advisory Circular, "Reservations for Unscheduled Flights at High Density Traffic Airports." That advisory circular would harmonize and clarify procedures currently in the Aeronautical Information Manual and the Aeronautical Information Publication, update methods of obtaining reservations to include a new web-based application, discontinue use of telephone modem access, provide for an increase in the number of hours in advance of operation that reservations may be made, and reflect recent statutory changes affecting operations at Chicago O'Hare International Airport.

FOR FURTHER INFORMATION CONTACT: Diane Crean, (202) 267-3538.

Correction of Publication

In the notice FR Doc. 02-13820, beginning on page 38305 in the **Federal Register** issue of June 3, 2002, make the following corrections:

1. On page 38305, in column 1, in the heading section, beginning on line 4, include the docket number to read, "[Docket No. FAA-2002-12426]."

2. On page 38305, in column 1, in the **ADDRESSES** section, beginning on line 4, correct "Docket No. FAA-2002-XXXX" to read "Docket No. FAA-2002-12426".

3. On page 38305, in column 2, in the Comments Invited section, beginning on line 17, correct "Comments to Docket No. FAA-2002-xxxx" to read "Comments to Docket No. FAA-2002-12426".

Issued in Washington, DC on June 4, 2002.

Donald P. Byrne,

*Assistant Chief Counsel, Regulations
Division.*

[FR Doc. 02-14691 Filed 6-11-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Issue a Release of Obligations on Surplus Property at Elmira-Corning Regional Airport, Elmira, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The FAA is publishing notice of the proposed release of 13 parcels of land, totaling approximately 21.1 acres, at Elmira-Corning Regional Airport, to allow their sale to the New York State Department of Transportation (NYSDOT) for the construction of a full-serve cloverleaf interchange at Kahler Road/NYS Route 17, as part of the Interstate Highway designation of Route 17.

Eleven of the subject 13 parcels of airport property were acquired between 1959 and 1981, with federal funding participation through the Airport Improvement Program (AIP), and its predecessor, the Airport Development and Planning Program (ADAP). The 2 other parcels were acquired by the Chemung County, the owner of the airport, without federal funding participation.

FAA's action is to release the land parcels from the deed provisions requiring aeronautical use of the property. These properties are not needed for current airport use, nor will they be needed for any future aeronautical use, based on the Elmira-Corning Regional Airport Layout Plan.

The NYSDOT will purchase the 21.1 acres from Chemung County at the Fair Market Value of \$464,650. Chemung County will use these funds for the maintenance, operation and capital development of the Elmira-Corning Regional Airport.

Any comments the agency receives will be considered as a part of the decision.

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

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Philip Brito, Manager, FAA New York Airports District Office, 600

Old Country Road, Suite 446, Garden City, New York 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Ann Clarke, Airport Manager, at the following address: Ms. Ann L. Clarke, Airport Manager, Elmira-Corning Regional Airport, Suite 1, 276 Sing Sing Road, Horseheads, New York 14845.

FOR FURTHER INFORMATION CONTACT:

Philip Brito, Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York 11530; telephone (516) 227-3803; FAX (516) 227-3813; E-Mail Philip.Brito@faa.gov.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Road Aviation Investment and Reform Act for the 21st Century, Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Garden City, New York on May 22, 2002.

Philip Brito,

Manager, New York Airports District Office, Eastern Region.

[FR Doc. 02-14690 Filed 6-11-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Seven Current Public Collections of Information

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on seven currently approved public information collections which will be submitted to OMB for renewal.

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

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: In accordance with the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. Therefore, the FAA solicits comments on the following current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection in preparation for submission to renew the clearances of the following information collections.

1. 2120-0008, Operating Requirements: Domestic, Flag, and Supplemental Operations. Title 49 U.S.C. 44702, empowers the Secretary of Transportation to issue air carrier operating certificates and to establish minimum safety standards for the operation of the air carrier to whom such certificates are issued. Each operator seeking to obtain, or is in possession of, an air carrier operating certificate must comply with the requirements of 14 CFR part 121. The FAA will use the information it collects and reviews to insure compliance and adherence to regulations and, if necessary, to take enforcement action on violations. The current estimated annual reporting burden is 1,278,856 hours.

2. 2120-0014, Procedures for Non-Federal Navigational Facilities FAR Part 171. The non-Federal navigation facilities are aids to air navigation which are purchased, installed, operated, and maintained by an entity other than the FAA and are available for use by the flying public. FAR Part 171 describes procedures for receiving permission to install a facility and requirements to be fulfilled to keep it in service. These requirements include inspection and periodic maintenance. These tasks and any other repair work done to these facilities is recorded in on-site logs, copies of which are sent to the regional office. The current estimated annual reporting burden is 29,516 hours.

3. 2120-0535, Antidrug Program for Personnel Engaged in Specified Aviation Duties. 14 CFR Part 121, Appendix I and J, require specified aviation employers to implement and conduct FAA-approved antidrug programs. To monitor program compliance, institute program improvements, and anticipate program problem areas, the FAA receives drug test reports from the aviation industry. The current estimated annual reporting burden is 38,679 hours.

4. 2120-0597, Application for Employment and the Federal Aviation Administration. Under the authority given by Public Law 104-50, the FAA has developed and implemented its own system for evaluating and hiring new personnel. The information collected is used to help determine the qualifications of potential new FAA hires. The current estimated annual reporting burden is 75,000 hours.

5. 2120-0600, Training and Qualification Requirements for Check Airmen and Flight Instructors. Some experienced pilots who would otherwise qualify as flight instructors or check airmen but who are not medically eligible to hold the requisite medical certificates, cannot perform flight instructor or check airmen functions, even in simulators. This rule establishes separate requirements for check airmen who check only in flight simulators and flight instructors who instruct only in flight simulators. The information collected is used by the FAA to assure that these check airmen and instructors maintain the high qualification standards required to perform their safety functions. The current estimated annual reporting burden is 13 hours.

6. 2120-0604, Aviation Medical Examiner Program. The information collected is used to determine applicants' professional and personal qualification to become an Aviation Medical Examiner (AME). Physicians who respond are prospective AMEs. The current estimated annual reporting burden is 225 hours.

7. 2120-0649, Financial Responsibility Requirements for Licensed Reentry Activities. The information to be collected supports the FAA in determining the amount of required liability insurance that is needed for a reentry operator after examining the risks associated with a reentry vehicle, its operational capabilities, and its designated reentry site. The current estimated annual reporting burden is 1,566 hours.

Issued in Washington, DC, on June 6, 2002.

Judith D. Street,

Federal Aviation Administration Information Collection Clearance Officer, APF-100.

[FR Doc. 02-14754 Filed 6-11-02; 8:45 am]

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