

Issued in Washington, DC, on October 30, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA–2002–13283.

Petitioner: Embraer Empresa Brasileira de Aeronautica S.A. (Embraer).

Section of 14 CFR Affected: 14 CFR 25.979(b)(2).

Description of Relief Sought/

Disposition: To extend the June 30, 2003, termination date of Exemption No. 7909 to September 30, 2003, unless sooner superseded or rescinded. *Grant, 06/25/2003, Exemption No.7909.*

Docket No.: FAA–2003–15118.

Petitioner: Gulfstream Aerospace Corporation.

Section of 14 CFR Affected: 14 CFR 25.901(c).

Description of Relief Sought/

Disposition: To provide relief from the requirements of § 25.901(c) to the extent necessary to allow type certification of all Gulfstream Aerospace Model G–1159, G–1159A, G1159B, G–IV, GV and GVSP type design changes to be approved, under Type Certificate A12EA, after the date of this granting, without an exact showing of compliance with the requirements of § 25.901(c) or other applicable regulations, as they relate to single failures resulting in uncontrollable high thrust conditions. *Partial Grant, 10/08/2003, Exemption No.8142.*

Docket No.: FAA–2003–15420.

Petitioner: Embraer Empresa Brasileira de Aeronautics S.A. (Embraer).

Section of 14 CFR Affected: 14 CFR 25.831(g), Amendment 25–87.

Description of Relief Sought/

Disposition: To provide relief from the requirement of § 25.831(g), as amended by Amendment 25–87, that the airplane cabin humidity level must remain less than 27 millibars vapor pressure following an improbable failure condition. *Grant, 10/14/2003, Exemption No.8151.*

Docket No.: FAA–2003–15705.

Petitioner: Fokker Services B.V.

Section of 14 CFR Affected: 14 CFR 25.562 and 25.785(b).

Description of Relief Sought/

Disposition: To provide relief from the requirements of §§ 25.562 and 25.785(b) for installation of medical stretchers on Gulfstream G–V airplanes. *Grant, 10/03/2003, Exemption No.8140.*

[FR Doc. 03–27740 Filed 11–4–03; 8:45 am]

BILLING CODE 4910–13–P

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 Dallas/Fort Worth International Airport, DFW Airport, 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 Dallas/Fort Worth 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). **DATES:** Comments must be received on or before December 5, 2003.

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 Mr. Jeffery P. Fegan, Director, Dallas/Fort Worth International Airport at the following address: 3200 E. Airfield Drive, DFW Airport, Texas 75261.

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 Dallas/Fort Worth 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 October 24, 2003, 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 § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 18, 2004.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: October 1, 2013.

Proposed charge expiration date: March 1, 2014.

Total estimated PFC revenue: \$59,604,952.

PFC application number: 04–07–C–00–DFW.

Brief description of proposed project(s):

Projects To Impose and Use PFC's

1. Air Transportation and Security Act Compliance

Proposed class or classes of air carriers to be exempted from collecting PFC's: 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, 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 Dallas/Fort Worth International Airport.

Issued in Fort Worth, Texas, on October 24, 2003.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 03–27759 Filed 11–4–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 04–03–C–00–HGR To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Hagerstown Regional Airport—Richard A. Henson Field, Hagerstown, MD

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 Hagerstown Regional Airport—Richard A. Henson Field under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before December 5, 2003.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA, Washington Airport District Office, Attn: Art Winder, 23723 Air Freight Ln., Suite 210, Dulles, VA 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Carolyn Motz, Airport Manager of the Board of County Commissioners of Washington County, Maryland at the following address: 18434 Showalter Road, Hagerstown, Maryland 21742-1347.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Board of County Commissioners of Washington County, Maryland under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Arthur Winder, Project Manager, Washington Airports District Office at the above address or call (703) 661-1363. 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 Hagerstown Regional Airport—Richard A. Henson Field Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158). On October 23, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by Board of County Commissioners of Washington County was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 31, 2004.

The following is a brief overview of the application.

Proposed charge effective date: December 1, 2003.

Proposed charge expiration date: December 1, 2007.

Level of the proposed PFC: \$4.50.

Brief description of proposed project(s): Terminal Building Modifications Class or classes of air carriers which the public agency has requested not be required to collect

PFCs: Air Charter Operators and the Nonscheduled/On-Demand Air Carriers 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, Airports Division, AEA-610, 1 Aviation Plaza, Jamaica, New York 11434.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Board of County Commissioners of Washington County, Maryland.

Issued in Jamaica, New York, on October, 2003.

Eleanor Schifflin,

Manager, PFC Program, Eastern Region.

[FR Doc. 03-27754 Filed 11-4-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: McCarthy, AK

AGENCY: Federal Highway Administration (FHWA), and Alaska Department of Transportation and Public Facilities (ADOT&PF).

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) and section 4(f) evaluation will be prepared for a proposed transportation improvement project on the McCarthy Road, Alaska.

FOR FURTHER INFORMATION CONTACT: Tim A. Haugh, Environment and Right-of-way Programs Manager, Federal Highway Administration, Alaska Division Office, 709 W. 9th Street, Room 851, PO Box 21648, Juneau, Alaska 99802-1648, (907) 586-7430, or Janet Brown, P.E., Project Manager, Alaska Department of Transportation and Public Facilities, Preliminary Design & Environmental, 2301 Peger Road, Fairbanks, Alaska 99709-5399, (907) 451-2283.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the ADOT&PF, will prepare an EIS for proposed improvements on McCarthy Road, from Chitina to the west bank of the Kennecott River, a distance of 60 miles.

The McCarthy Road links the community of McCarthy and the Kennecott Mines National Historic Landmark, to Chitina and the rest of the

state road system. The road is the primary route into Wrangell-St. Elias National Park and Preserve (Wrangell-St. Elias NP&P), passing through a patchwork of National Park Service, State of Alaska Department of Natural Resources, Chitina Native Corporation, Athna Regional Corporation, University of Alaska, and private lands.

The majority of the existing road is along the route of the Copper River and Northwestern Railway. In many areas gravel was placed directly over the ties, which is still the driving surface. There are many short, sharp curves, resulting in limited sight distances. In several areas there are steep embankments with no guardrails and unstable side slopes that produce falling rocks and other debris. The roadway varies in width from 15-feet to 20-feet, the surface is very rough gravel, and in many areas there are no roadside ditches for drainage. The road surface commonly floods and is subject to severe icing.

Alternatives under consideration for this project include but are not limited to:

- No build; continued use of the current road, with limited on-going maintenance activities.
- Improving the most serious roadway deficiencies.
- Reconstructing the road to a design speed of 35 mph, considering all or some of the guidelines laid out in the “McCarthy Scenic Corridor Plan”; a joint document produced by National Park Service (NPS), ADOT&PF, adjacent land owners and resource agencies.
- Reconstructing the road to a design speed of 50 mph, meeting modern highway standards.
- Reconstruction the road as a rural, low-volume facility, addressing safety concerns in this context.

Under each alternative, minor realignments, the location and number of waysides and other enhancement facilities, and the final surfacing of the road (gravel or a hard surface) will be evaluated.

The proposed project aims to alleviate the problems described for the existing road and to provide a safe, reliable transportation link to McCarthy and Wrangell-St. Elias NP&P.

Input from appropriate Federal, State, tribal, local agencies, private organizations and citizens, and other stakeholders will be solicited throughout the development of the EIS. Newsletters, newspaper public notices, and a web site will be used as mechanisms for transmitting information and obtaining comments. A series of agency and public meetings