

- Organize Working Groups as needed/establish milestones
- Working Group meetings as determined
- Working Group Reports
- Closing Session (Make Assignments, Date and Place of Next Meeting, Closing Remarks, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 27, 2002.

Jane P. Caldwell,

Program Director, System Engineering Resource Management.

[FR Doc. 02-7967 Filed 4-1-02; 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 Monterey Peninsula Airport, Monterey, CA

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 Monterey Peninsula Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 2, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Susan Press, Manager, Support Services, Monterey Peninsula

Airport District, at the following address: 200 Fred Kane Drive, Suite 200, Monterey, CA 93940. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Monterey Peninsula Airport District under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Marlys Vandervelde, Airports Program Analyst, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2806. 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 Monterey Peninsula Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). On March 1, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Monterey Peninsula Airport District 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 June 1, 2002.

The following is a brief overview of the use application No. 02-08-C-00-MRY:

Level of proposed PFC: \$4.50.

Charge effective date: August 1, 2002.

Proposed charge expiration date: February 1, 2003.

Total estimated PFC revenue: \$364,245.

Brief description of the proposed projects: Environmental Impact Report and Airport Biological Assessment for Airport Roadway Circulation Projects including Terminal Road, North Access Road (Phases 2 and 3) and Runway 28L Service Road, Sky Park Storm Drain Detention Facility; Generator Power to Del Monte East Facility, Phase 1; Residential Soundproofing, Phase 8; and Airport Property Map.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Unscheduled Part 135 Air Taxi Operators.

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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any

person may, upon request, inspect the application, notice and other documents germane to the application in person at the Monterey Peninsula Airport District.

Issued in Hawthorne, California, on March 5, 2002.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 02-7964 Filed 4-1-02; 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 Sacramento International Airport, Sacramento, CA

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 a PFC at Sacramento 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) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 2, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 93010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. G. Hardy Acree, Director of Airports, Sacramento County Department of Airports, at the following address: 6900 Airport Boulevard, Sacramento, CA 95837. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Sacramento County under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Marlys Vandervelde, Airports Program Analyst, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2806. 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 Sacramento 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158). On February 28, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Sacramento County Department of Airports 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 May 30, 2002.

The following is a brief overview of the impose and use application No. 02-07-C-00-SMF:

Level of proposed PFC: \$4.50.

Proposed charge effective date: February 2, 2010.

Proposed charge expiration date: June 1, 2010.

Total estimated PFC revenue: \$11,141,350.

Brief description of the proposed projects: International Arrivals. Facility, CCTV Camera and VCR Replacement, Card Access System Replacement, Taxiway A Rehabilitation, Aircraft Rescue and Firefighting Vehicle (568) Replacement, Runway 16R-34L and Exit Taxiway Rehabilitation, Terminal A Apron-Phase 2, Aircraft Rescue and Firefighting Building Remodel, and United Airlines Air Cargo Building Pavement Reconstruction.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: 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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Sacramento County Department of Airports.

Issued in Hawthorne, California, on February 28, 2002.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 02-7965 Filed 4-1-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2002ACE-01-CS]

Security Enhancement Issues for Smaller, Non-Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Request for comments.

SUMMARY: The purpose of this Request for comments is to obtain public input to the Aviation and Transportation Security Act (ATSA), Public Law 107-71. Paragraph 104(c), which addresses securing the flight deck of Commuter Aircraft. We recognize Commuter Aircraft as small non-transport category airplanes. This portion of the ATSA applies to all scheduled passenger aircraft operating in air transportation or intrastate air transportation. The Law does not single out types of airplanes, but rather how the airplanes are operated. Therefore, the FAA, considers all non-transport category airplanes in scheduled operations in accordance with 14 CFR Parts 119, 121, 135, and 129 affected by the ATSA. A preliminary study indicated that small airplanes approved to operate with ten to nineteen passengers that operate in scheduled operations should be further examined for potential ways to improve flight deck security. The same preliminary study of airplanes with nine or less passenger seats that operate in scheduled operations should also be examined for potential ways to improve general security.

DATES: Comments must be received on or before May 25, 2002.

ADDRESSES: Submit comments to FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002ACE-01-CS, 901 Locust, Room 506, Kansas City, Missouri 64106. You may view any comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. You may also send comments electronically to the following address: 9-ACE-7-Docket@faa.gov. Comments sent electronically must contain "Docket No. 2002ACE-01-CS" in the subject line. If you send comments electronically as attached electronic files, the files must be formatted in Microsoft Word 97 for Windows or ASCII text.

FOR FURTHER INFORMATION CONTACT: Gunnar Berg, Project Support ACE-112, 901 Locust, Room 301, Kansas City, MO 64106, telephone (816) 329-4112.

SUPPLEMENTARY INFORMATION:

Comments Invited

For Those Airplanes Carrying 10 to 19 Passengers

One solution that the FAA is considering is requiring airplanes type certificated in accordance with 14 CFR part 23, Civil Air Regulations Part 3, Special Federal Aviation Regulations (SFAR) 23, or SFAR 41, and operated in accordance with parts 135, 119, 121, and 129 that carry ten to nineteen passengers in scheduled service to be modified by installation of a rigid fixed door with a lock between the flight deck area and the passenger area. We are requesting public input from manufacturers, owners, operators and other interested public entities before any official FAA action in this regard is taken. Specifically the FAA is interested in public comment on the following issues:

a. The feasibility and practicality of installing a rigid door and lock in these airplanes.

2. What advantages and disadvantages to having a door with a lock on airplanes that carry ten to nineteen passengers and what operating burdens would be felt.

3. Any other methods or means of securing the flight deck of these airplanes.

4. Any ideas regarding other means of improving the security of these airplanes in a general sense, not just isolation of the flight deck from the passengers.

For those small airplanes approved for nine or less passengers, that operate in scheduled operations

The initial review recently completed by the FAA indicates that those airplanes that operate in scheduled operations that were type certificated for nine or fewer passengers, should not be subjected to any measures to isolate the flight deck from the passenger areas. The FAA is, however, still interested in improving the security of these airplanes. We are requesting public input from manufactures, owners, operators, and other interested public entities before any official FAA action in this regard is taken. Specifically the FAA is interested in public comments on the following issues:

1. Justification for not installing a rigid door and lock in these airplanes based on feasibility and practicality.

2. Any other methods or means, of securing the flight deck of these airplanes.

3. Any means that could be employed that would improve the general security of these airplanes.