

in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before May 19, 2003.

ADDRESSES: Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2000-XXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Denise Emrick (202) 267-5174, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on April 22, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-13573.

Petitioner: Regional Aviation Partners.

Section of 14 CFR Affected: 14 CFR 119.21(a)(1).

Description of Relief Sought:

To permit Regional Aviation Partners to conduct domestic operations with airplanes having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, to comply with the provisions of § 119.21(a)(4) and part 135 rather than part 121.

[FR Doc. 03-10454 Filed 4-28-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Type Certificate (TC)/Technical Standard Order (TSO) Seat Issues and Their Resolution

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability and request for comments.

SUMMARY: The FAA invites public comments on its proposed policy memorandum to improve the reporting processes of discrepancies discovered in the data used among persons directly involved in the certification of aircraft seats. This Notice also invites the public to comment on the proposed policy to standardize the resolution of discrepancies discovered on aircraft seats in relation to the minimum performance standard of the specific TSO.

DATES: Comments must be received by May 20, 2003.

FOR FURTHER INFORMATION CONTACT: Hal Jensen, FAA, Aircraft Certification Services, Aircraft Engineering Division, Technical Programs Branch, AIR-120, Room 835, 800 Independence Avenue, SW., Washington DC 20591; Telephone: (202) 267-8807; Fax: (202) 267-5340; E-mail: hal.jensen@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed policy memorandum by submitting such written data, views, or arguments, as they desire, to the aforementioned specified address. Comments received on the proposed policy memorandum may be examined, before and after the closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays expect Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director of the Aircraft Certification Service will consider all communications received on or before the closing date, before issuing the final policy memorandum.

Background

In 2000, the FAA and industry formed a team to investigate and implement procedures to streamline the certification of aircraft seats. One area identified for improvement is the means of communicating discrepancies found on seats after the issuance of the TSO approval by the person or organization performing the seat certification/installation process. Currently, seat

discrepancies were resolved in the most expeditious manner possible, but this process does not allow for the resolution of systemic problems. However, the proposed policy for reporting discrepancies discovered on aircraft seats will help to ensure that all stakeholders in the seat certification program are made aware of the problem so that root causes are readily identified and resolved in a standardized manner. Note that the development of the proposed process recognized that the discrepancies are discovered after the TSO approval, and that the type design status of the aircraft in which the seats are installed is taken into consideration. Ultimately, the proposed process clarifies steps that must be achieved before an aircraft is eligible for type design approval and identifies who is responsible for resolving the discrepancy.

How To Obtain Copies

A copy of the proposed memorandum may be obtained via the Internet at, <http://av-info.faa.gov/tso/Tsopro/Proposed.htm> or obtained or request from the office listed under **FOR FURTHER INFORMATION CONTACT**.

Dated: Issued in Washington, DC on April 18, 2003.

Susan J.M. Cabler,

Deputy Manager, Aircraft Engineering Division, Aircraft Engineering Service.

[FR Doc. 03-10453 Filed 4-28-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice to Extend Comment Period for an Environmental Impact Statement: St. Louis City and St. Louis County, Missouri

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Extend comment period for an Environmental Impact Statement.

SUMMARY: The FHWA is issuing this notice to advise the public that we are extending the comment period for an Environmental Impact Statement (EIS) for improvements on I-64 in the City of St. Louis and St. Louis County, Missouri.

FOR FURTHER INFORMATION CONTACT:

Donald L. Neumann, Programs Engineer, FHWA Division Office, 209 Adams Street, Jefferson City, MO 65101; Telephone: (573) 636-7104 or Mr. Kevin Keith, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), prepared a draft EIS for a project that has been proposed to improve the transportation system in the City of St. Louis and St. Louis County, Missouri. The notice of availability for the New I-64 EIS (volumes 1 and 2) was published in the **Federal Register** on January 3, 2003. The end of the official comment period was to be February 28, 2003. The comment period was subsequently extended to April 4, 2003. Due to the request from the city of Richmond Heights for additional time to prepare comments, we are further extending the comment period to May 30, 2003. Comments or questions should be directed to the FHWA or MoDOT at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: April 22, 2003.

Donald L. Neumann,

Programs Engineer, Jefferson City.

[FR Doc. 03-10517 Filed 4-28-03; 8:45 am]

BILLING CODE 4910-22-M

Barclay, Jr., Richard
Bell, Johnny
Bonney, Stephen
Bosanek, Theodore
Brown, Brian
Brown, Norman
Browning, Raymond
Browning, Jr., John
Cadwell, Robert
Carleton, David
Carson, Roger
Cerri, Phillip
Chamblee, William
Cheatham, Lonas
Clemons, Curtis
Crise, Duane
Davis, Jr., William
Denne, Kenneth
Fraas, Jr., Louis
Frazier, Wiley
French, Russell
Gann, Jr., Floyd
Garner, Sr., Anthony
Gingery, Nelson

One applicant, Mr. Jerry Ross, does not have experience operating a commercial motor vehicle (CMV) and therefore presented no evidence from

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of denials.

SUMMARY: The FMCSA announces that 149 individuals were denied exemptions from the Federal vision standard applicable to interstate truck drivers and the reasons for the denials. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting these exemptions does not provide a level of safety that will equal or exceed the level of safety maintained without the exemptions for these commercial drivers.

FOR FURTHER INFORMATION CONTACT:

Sandra Zywockarte, Office of Bus and Truck Standards and Operations, (MC-PSD), (202) 366-2987, Department of Transportation, FMCSA, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., *e.t.*, Monday through Friday, except Federal holidays.

Goodway, David
Halfhill, Tyrone
Harris, Clifford
Hunter, Paul
Ivie, Brent
Jarvis, Monte
Johnson, Terrell
Kaufman, Chester
Keating, Carl
Knox, Jr., Robert
Leitz, Jack
Majors, Jr., Stanley
Maloney, 3rd, John
Mannings, Christopher
Marancik, John
Marple, Jay
Martin, Bradley
Martin, George
Melton, Charles
Moore, Timothy
Norton, Kenneth
Pimentel, Luiz
Pinard, Kregg
Raby, Joel

which FMCSA can conclude that granting the exemption is likely to achieve a level of safety equal to that existing without the exemption.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption from the Federal vision standard for a renewable 2-year period if it finds such an exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such an exemption. (49 CFR 391.41(b)(10))

Accordingly, FMCSA evaluated 149 individual exemption requests on their merits and made a determination that these applicants do not satisfy the criteria established to demonstrate that granting an exemption is likely to achieve an equal or greater level of safety that exists without the exemption. Each applicant has, prior to this notice, received a letter of final disposition on his/her individual exemption request. Those decision letters fully outlined the basis for the denial and constitute final agency action. The list published today summarizes the agency's recent denials as required under 49 U.S.C. 31315(b)(4) by periodically publishing names and reason for denials.

The following 71 applicants lacked sufficient recent driving experience over three years:

Reed, Donald
Reichert, Daniel
Reyes, Angelo
Reynolds, Thomas
Ryan, Paul
Schaaf, James
Severson, Carrie
Smith, James
Sosa, Freddy
Steele, Duane
Stout, David
Taylor, Timothy
Thomas, Steven
Thomason, Douglas
Thompson, John C.
Toombs, Marvin
Turenne, Gary
Turner, Roy
Tuttle, Brian
Wilkinson, Sonya
Williams, James
Wilson, Leonard
Winters, Timothy

The following 37 applicants do not have 3 years of experience driving a CMV on public highways with the vision deficiency: