

compliance with applicable requirements. This determination is effective on November 21, 2002. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in an way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposures contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Philadelphia International Airport, also effective on November 21, 2002. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before May 20, 2003.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, created an undue burden on interstate or foreign

commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examinations at the following locations: Philadelphia International Airport Terminal E, Philadelphia, Pennsylvania, 19153 and Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Camp Hill, PA 17011.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Camp Hill, Pennsylvania, November 21, 2002.

Sharon A. Daboin,

Manager, Harrisburg Airports District Office.

[FR Doc. 02-31345 Filed 12-11-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Environmental Impact Statement: Sitka Rocky Gutierrez Airport, Sitka AK

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Aviation Administration announces that it will prepare an Environmental Impact Statement (EIS) for implementation of projects proposed at the Sitka Rocky Gutierrez Airport.

FOR FURTHER INFORMATION CONTACT: Patricia A. Sullivan, Environmental Specialist, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587; Telephone (907) 271-5454.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration will prepare an EIS for implementation of proposed projects at the Sitka Airport. Major projects proposed to be assessed in the EIS include Runway Safety Area; Parallel Taxiway; Seaplane Pullout; improvements to the Airport's Seawall; and Obstruction Removal. These projects, along with other projects proposed to improve safety and

efficiency and accommodate growing aviation demand, were identified in the Sitka Airport Master Plan. The State of Alaska Department of Transportation and Public Facilities published the Airport Master Plan April 1999. The City and Borough of Sitka passed a resolution supporting the Airport Master Plan on May 25, 1999. The FAA approved the Airport Layout Plan based on the Master Plan on August 8, 2000.

To ensure that the full range of issues related to the proposed projects are addressed and that all significant issues are identified, FAA intends to consult and coordinate with Federal, State and local agencies that have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. The scoping meeting will be scheduled at a later date. Notification of the scoping meeting will be published in the Juneau Empire, the Daily Sitka Sentinel and the **Federal Register**. In addition to providing input at the public scoping meeting, the public may submit written comments to the address **FOR FURTHER INFORMATION CONTACT**. Comments should be submitted within 30 days of the publication of this Notice.

Issued in Anchorage, Alaska on November 26, 2002.

Byron K. Huffman,

Manager, Airports Division, AAL-600, Alaskan Region.

[FR Doc. 02-31348 Filed 12-11-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2002-65]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information 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 January 2, 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-200X-XXXXX 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 or Sandy Buchanan-Sumter, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-5174.

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

Issued in Washington, DC, on December 3, 2002.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-13323.

Petitioner: Eagle Jet Charter, Inc.

Section of 14 CFR Affected: 14 CFR § 121.313(j).

Description of Relief Sought: To permit Eagle Jet to operate its fleet of five Fokker F-27 aircraft without having a door installed between each passenger compartment and pilot compartment that resists forcible intrusion by unauthorized individuals and penetration by small arms fire and fragmentation devices.

Docket No.: FAA-2002-13224.

Petitioner: Petersen Aviation.

Section of 14 CFR Affected: 14 CFR 135.269(b)(5).

Description of Relief Sought: To permit Petersen Aviation to operate on-demand charter flights of more than 10 hours but less than 12 hours without meeting the requirement to have

adequate sleeping facilities on the aircraft for the relief pilot.

Docket No.: FAA-2002-11565.

Petitioner: Fresh Water Adventures.

Section of 14 CFR Affected: 14 CFR 135.267(f).

Description of Relief Sought: To permit Fresh Water Adventures to provide each flight crewmember at least 13 rest periods of at least 24 consecutive hours each in each 3-month period beginning in February instead of in each calendar quarter.

[FR Doc. 02-31352 Filed 12-11-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2002-66]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption, part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of a certain petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information 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 January 2, 2003.

ADDRESSES: Send comments on the 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-2002-13656-1 at the beginning of your comments. If you wish to receive confirmation that the 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:

Carol Greb (816-329-4136), Small Airplane Directorate ACE-111), Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; or Vanessa Wilkins (202-267-8029), 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.

Dated: Issued in Washington, DC, on December 9, 2002.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-13656-1.

Petitioner: Ente nazionale per l'Aviazione Civile (ENAC).

Section of 14 CFR Affected: 14 CFR 23.562.

Description of Relief Sought:

Iniziativa Industriali Italiane (3I) seeks exemption from 14 CFR 23.562 for the Sky Arrow 650 TCS/TCNS models. The Sky Arrow 650 TCS/TCNS models meet the criteria for JAR-VLA class aircraft. Each model has a maximum gross weight equal to 1432 pounds (650kg) and a flap down stall speed equal to 41 knots. The exemption will permit the Sky Arrow 650bTCNS to receive a part 23 normal category type certification as required for night VFR operations and the Sky Arrow 650 TCS to receive a part 23 normal category type certification as required for VFR day operations but with an increased level of safety. The Sky Arrow 650 TCS/TCNS are equipped with compensating design features that provide suitable occupant protection in an emergency dynamic landing condition. The exemption will permit the Sky Arrow 650 TCNS to receive a part 23 normal category type certification as required for night VFR operations and the Sky Arrow 650 TCS to receive a part 23 normal category type certification as required for VFR day operations but with an increased level of safety. The Sky Arrow 650 TCS/TCNS Models are equipped with compensating design features that provide suitable occupants protection in an emergency dynamic landing condition.

[FR Doc. 02-31353 Filed 12-11-02; 8:45 am]

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