

application in person at the Broward County Aviation Department.

Issued in Orlando, FL on Current Date.

W. Dean Stringer,

*Manager, Orlando Airports District Office,
Southern Region.*

[FR Doc. 03-10577 Filed 4-29-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 03-02-C-00-PKB To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Wood County Airport, Parkersburg, WV

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 Wood County Airport 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 May 30, 2003.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: 176 Airport Circle, Room 101, Beaver, WV 25813.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mrs. Carolyn Strock, Manager of the Wood County Airport at the following address: Wood County Airport, P.O. Box 4089, Parkersburg, West Virginia 26104-4089.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Wood County Airport Authority under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Matthew DiGiulian, Civil Engineer, Beckley Airports Field Office, 176 Airport Circle, Room 101, Beaver, WV 25813, (304) 252-6216. 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 Wood County Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On April 15, 2003, the FAA determined that the application to

impose and use the revenue from a PFC submitted by Wood County Airport Authority 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 July 15, 2003.

The following is a brief overview of the application.

Proposed charge effective date: July 1, 2003.

Proposed charge expiration date: January 1, 2009.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$322,502.

Brief description of proposed project(s):

- Terminal Improvements
- Airfield Drainage Improvements
- Repair Aircraft Parking Apron
- Conduct Master Plan Update
- Acquire Snow Removal Equipment
- Terminal/Security Improvements
- Rehabilitate Runway 3/21

Class or classes of air carriers which the public agency has requested not be required to collect PFCs:

- All carriers operating under FAR part 135, FAR part 91, and any unscheduled carriers operating under FAR part 121.

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: AEA-610, FAA Eastern Region, 1 Aviation Plaza, Jamaica, NY 11434-4809.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Wood County Airport Authority.

Issued in Beckley, West Virginia, on April 14, 2003.

Larry F. Clark,

*Manager, Beckley Airports Field Office,
Eastern Region.*

[FR Doc. 03-10576 Filed 4-29-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-2003-14652]

Commercial Driver's License Standards; Isuzu Motors America, Inc.'s Exemption Application

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

ACTION: Notice of application for exemption; request for comments.

SUMMARY: The FMCSA announces receipt of an application from Isuzu Motors America, Inc. (Isuzu), requesting an exemption from the agency's requirement of 49 CFR 383.23 for drivers of commercial motor vehicles (CMVs) to hold a commercial driver's license (CDL). Isuzu requested the exemption for 31 Japanese engineers and technicians who will be test-driving CMVs for Isuzu. All of the individuals hold a valid Japanese commercial license and are specially trained in driving CMVs in Japan. They normally work at Isuzu Motors Limited (IML) in Japan where their duties involve developing, designing, and/or testing engines for CMVs that will be manufactured, assembled, sold or primarily used in the United States. Isuzu states the exemption is necessary in order to allow the required testing of CMVs in various climatic and environmental conditions within the United States. Isuzu also states the written and driving tests and training program that Japanese drivers must undergo for a Japanese CDL, ensure a level of safety that is equivalent to, or greater than, the level of safety that would be obtained by complying with the regulation. If granted, the exemption would preempt inconsistent State and local requirements applicable to both interstate and intrastate commerce.

DATES: Please submit comments by May 30, 2003.

ADDRESSES: Submit comments by mail or messenger service to the U.S. Department of Transportation, Dockets Management System, 400 Seventh Street, SW., Room Plaza Level-401, Washington, DC 20590-0001. To receive confirmation of receipt of your written comments, include a self-addressed, stamped postcard. You may submit comments electronically to the Dockets Management System (DMS) Web site at <http://dms.dot.gov>, and click on comments/submissions; or by fax to (202) 493-2251. Be sure your comments refer to docket number FMCSA-2003-14652.

All comments and material received from the public, as well as this notice and the application mentioned in the notice, are available for review in the public docket. You may inspect or copy documents at the Dockets Management Facility at the above address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also view and copy documents through the DMS Web site at <http://dms.dot.gov>, and click on simple search.

FOR FURTHER INFORMATION CONTACT: Ms. Teresa Doggett, (202) 366-2990, Office of Bus and Truck Standards and

Operations (MC-PSP); or Mr. Joseph Solomey, (202) 366-1374, Office of the Chief Counsel (MC-CC), Federal Motor Carrier Safety Administration, DOT, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Sections 31315 and 31136 of title 49 of the United States Code (U.S.C.) provide the FMCSA with authority to grant exemptions from certain parts of the Federal Motor Carrier Safety Regulations (FMCSRs). An exemption provides relief to a person or class of persons subject to the regulations for up to two years, and may be renewed. These provisions also require the exemption to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be obtained if the applicant complied with the regulations.

On December 8, 1998, FMCSA published an interim final rule implementing section 4007 of the Transportation Equity Act for the 21st century (TEA-21) (codified at 49 U.S.C. 31315 (see 63 FR 67600)). The regulations at 49 CFR part 381 establish the procedures to be followed to request waivers and to apply for exemptions from the FMCSRs, and the provisions used to process them.

The agency must publish a notice in the **Federal Register** for each exemption requested, explaining that the request has been filed, providing the public with an opportunity to inspect the safety analysis and any other relevant information known to the agency; and provide an opportunity for public comment on the exemption. (See 49 U.S.C. 31315(b) and 49 CFR 381.315).

Before granting a request for an exemption, the agency must publish a notice in the **Federal Register** identifying: (1) Who would receive the exemption, (2) what regulation would be covered by the exemption, (3) how long the exemption would be in effect, and (4) all terms and conditions of the exemption. The terms and conditions established by the FMCSA must ensure that the exemption will likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved by complying with the regulation.

Isuzu Application for an Exemption

Isuzu Motors America, Inc. (Isuzu) applied for an exemption from the commercial driver's licensing rules, specifically 49 CFR 383.23, which provides licensing requirements for

drivers operating CMVs in interstate commerce. Isuzu is seeking this exemption because the drivers it employs are citizens and residents of Japan.

FMCSA is responsible for the administration and enforcement of the FMCSRs, including the commercial driver's license requirements. Section 383.23(a)(2) states that no person shall operate a CMV unless such person possesses a CDL issued by his or her jurisdiction of domicile. There is an exception to this rule which states that CMV drivers domiciled in other jurisdictions that do not test drivers and issue licenses in accordance with Federal regulations must obtain a nonresident CDL from a State which does comply with the Federal testing and licensing standards.

The drivers working for Isuzu hold current commercial licenses issued by the Japanese authorities and meet testing and driver qualification standards, including medical examinations, which are comparable to those administered by jurisdictions in the United States to applicants for State-issued CDLs. The Japanese-issued license indicates that the drivers have the knowledge and skills necessary to comply with the agency's rules. A copy of the application is in the docket identified at the beginning of this notice.

The exemption would allow the following drivers to operate tractor trailer combination vehicles in interstate commerce as part of a team of drivers who develop, design and/or test engines for CMVs that will be manufactured, assembled, sold or primarily used in the United States: Shintaro Moroi, Shigeru Takamatsu, Norio Takeda, Takeshi Yamagishi, Satoru Amemiya, Toshiya Asari, Yasunori Fujita, Shiro Fukuda, Tetsuya Hiromatsu, Kazunori Ligo, Masao Inoue, Akihuro Kashiwakura, Kinuya Kitamura, Tsuyoshi Koyama, Takao Kudo, Wataru Kumakura, Yoshihiko Matsubara, Nobuyuki Miyazaki, Ryo Natsume, Motoki Nishi, Takuo Nishi, Fumio Oota, Masuru Otsu, Toshimitsu Sato, Kazuyoshi Shimamura, Masahito Suzuki, Yasuhito Tahara, Hiroyoshi Takahashi, Takashi Tanabe, Takehito Yaguchi, and Tsutomu Yamazaki.

The vehicles these drivers intend to operate will be tested in various climates and highway conditions in the states of Arizona, California, Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Nebraska, Nevada, Ohio, Utah and Wyoming.

These drivers are a team of designers, currently employed by IML in Japan, who want to drive CMVs in the United

States to test and evaluate production and prototype CMVs in order to design safe and well-tested vehicles for use on U.S. highways. They are fully qualified CMV operators with valid Japanese-issued commercial licenses. The company ensures that the qualifications are maintained and all current Japanese laws are followed. Due to strict regulations in Japan for drivers holding Japanese-issued licenses and extensive CMV training and experience, Isuzu Motors America, Inc. believes that the exemption is likely to achieve a level of safety equivalent to the level of safety that would be obtained absent the exemption.

Isuzu does not anticipate any adverse safety impacts from this exemption due to the fact that Japanese authorities adhere to very strict commercial driver testing and licensing procedures.

Method To Ensure an Equivalent or Greater Level of Safety

Drivers applying to obtain a Japanese-issued commercial license must take both a knowledge test and skills test before a license to operate CMVs is issued. Prior to taking the tests, drivers are required to hold a conventional driver's license for at least three years. The process for obtaining a Japanese-issued commercial license is very rigorous and comprehensive, and Isuzu considers it to be comparable to, or as effective as the requirements of part 383 of the Federal requirements and adequately assesses the driver's ability to operate CMVs in the United States.

Once a Japanese driver is granted a commercial license, he/she is allowed to drive any CMV currently allowed on Japan roads. There are no limits to types or weights of vehicles that may be operated by the drivers. The drivers affected by the exemption will be operating tractor-trailer units. These vehicles will not be used for transporting merchandise as a commercial activity. It is estimated that each driver will drive approximately 5,000 miles on U.S. roads.

Request for Comments

In accordance with 49 U.S.C. 31315(b)(4) and 31136(e), FMCSA requests public comment from all interested persons on Isuzu's application for an exemption from the CDL requirement of 49 CFR 383.23. The agency may grant or deny the application based on the comments received and any other relevant information that is available to the agency. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable, but

FMCSA may make its decision at any time after the close of the comment period. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Authority: 49 U.S.C. 31136 and 31315; and 49 CFR 1.73.

Issued on: April 23, 2003.

Annette M. Sandberg,

Acting Administrator.

[FR Doc. 03-10571 Filed 4-29-03; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From Requirements

Pursuant to title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket Number FRA-2003-14646

Applicant: Canadian National Railway, Mr. Dwight Tays, Chief Engineer, 1004-104th Avenue, Floor 16, Edmonton, Alberta, Canada T5J-0K2.

The Canadian National Railway (CN) seeks relief from the requirements of the Rules, Standards and Instructions, 49 CFR, part 236, § 236.110, to the extent that each test record need not be signed by the person making the inspection or test. CN is implementing an electronic system for recording and maintaining signal inspection and test records. The system will provide inherent security measures, which will uniquely identify the person entering the electronic record by means of an encoded PIN number. Once a record is entered and verified it cannot be modified. In conjunction with this relief, CN also requests the utilization of an electronic system for recording and maintaining applicable inspection and test records as defined in 49 CFR, part 234, subject to approval by the Associate Administrator for Safety, as required by § 234.273.

Applicant's justification for relief: CN believes that the electronic system will serve the best interest of both CN and the Federal and State Inspection authorities that are required to inspect

records. CN also anticipates this system will provide many benefits, including:

- Improved availability of test records.
- Improved management reporting of compliance.
- Improved consistency for filing records.
- A reduction in the need for paper documentation.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, 400 7th Street, SW., Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC on April 23, 2003.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 03-10582 Filed 4-29-03; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement (VISA)

AGENCY: Maritime Administration, DOT.

ACTION: Notice of open season for enrollment in fiscal year (FY) 2004 VISA Program.

Introduction

The VISA program was established pursuant to section 708 of the Defense Production Act of 1950, as amended (DPA), which provides for voluntary agreements for emergency preparedness programs. VISA was approved for a two year term on January 30, 1997, and published in the **Federal Register** on February 13, 1997, (62 FR 6837). Approval was extended through February 13, 2005, and published in the **Federal Register** on February 25, 2003 (68 FR 8800).

As implemented, VISA is open to U.S.-flag vessel operators of militarily useful vessels, including bareboat charter operators if satisfactory signed agreements are in place committing the assets of the owner to the bareboat charterer for purposes of VISA. While tug/barge operators must own or bareboat charter barges committed to the VISA program, it is not required that these operators commit tug service through bareboat charter or ownership arrangements. Time charters of U.S.-flag tugs will satisfy commitments to the VISA program. By order of the Maritime Administrator on August 4, 1997, participation of U.S.-flag deepwater tug/barge operators in VISA was encouraged. Voyage, and space charterers are not considered U.S.-flag vessel operators for purposes of VISA eligibility.

VISA Concept

The mission of VISA is to provide commercial sealift and intermodal shipping services and systems, including vessels, vessel space, intermodal systems and equipment, terminal facilities, and related management services, to the Department of Defense (DOD), as necessary, to meet national defense contingency requirements or national emergencies.

VISA provides for the staged, time-phased availability of participants' shipping services/systems to meet contingency requirements through prenegotiated contracts between the Government and participants. Such arrangements are jointly planned with the Maritime Administration (MARAD), U.S. Transportation Command (USTRANSCOM), and participants in peacetime to allow effective and best valued use of commercial sealift capacity, to provide DOD assured contingency access, and to minimize commercial disruption, whenever possible.

VISA Stages I and II provide for prenegotiated contracts between the DOD and participants to provide sealift capacity to meet all projected DOD