

slot holdings at an airport. Carriers are reminded that the slot transfer provisions may be used to transfer unused slots to other carriers and that slots may be returned to the FAA for temporary reallocation. We encourage carriers to use existing regulatory mechanisms rather than rely on this waiver. Slot exemptions cannot be sold, leased or otherwise transferred. If carriers determine that they will not use their slot exemptions, they are encouraged to return them to the FAA so that they may be reallocated to other eligible carriers. The FAA intends to use temporarily returned slots to accommodate short-term requests for additional slots or schedule adjustments. In order to meet as many of those needs as possible, the FAA requests that carriers returning slots or slot exemptions under this waiver provide as much advance notice as practical.

Also, the FAA notes that international slots are not subject to the same minimum slot usage requirements as domestic slots. The slot regulations provide that international slots must be returned to the FAA if they will not be used for more than a 2-week period. (See CFR 93.217(3)). Historic allocation priority for subsequent scheduling seasons is granted based on actual operations. For the period of March 19, 2003 through October 25, 2003, the FAA will treat as operated any international slot allocated during that period provided that it was either actually operated by the carrier or returned to the FAA for the period it will not be used. Carriers meeting these conditions will be granted historic status for the corresponding winter 2003 and summer 2004 scheduling seasons.

Lastly, the FAA will continue to monitor operations at the high density traffic airports during the period of this waiver. Carriers are advised to contact the FAA on an individual basis under the provisions of 14 CFR 93.227(j) if further relief is necessary beyond the duration of this policy.

Issued in Washington, DC on April 18, 2003.

James W. Whitlow,
Deputy Chief Counsel.

[FR Doc. 03-10032 Filed 4-18-03; 12:39 pm]

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 Tupelo Regional Airport, Tupelo, MS

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 Tupelo Regional 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 May 23, 2003.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Jackson Airports District Office, 100 West Cross Street, Jackson, MS 39208.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Terry Anderson, Executive Director of the Tupelo Regional Airport Authority at the following address: Mr. Terry L. Anderson, Executive Director, Tupelo Airport Authority, 2704 West Jackson Street, Tupelo, MS 38801.

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

FOR FURTHER INFORMATION CONTACT: David Shumate, Program Manager, Jackson Airports District Office, 100 West Cross Street, Jackson, MS 39208, (601) 664-9882. 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 Tupelo Regional 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 April 16, 2003, the FAA determined that the application to impose and use the revenue from a PFC

submitted by Tupelo Regional Airport Authority 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 August 11, 2003.

The following is a brief overview of the application.

PFC Application No.: 03-03-C-00-TUP.

Level of the proposed PFC: \$4.50.

Proposed charge effective date:

January 1, 2004.

Proposed charge expiration date:

January 1, 2013.

Total estimated net PFC revenue:

\$750,000.

Brief description of proposed project: Airport Terminal Expansion, Renovation and Security Enhancement.

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.

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

Issued in Jackson, Mississippi, on April 16, 2003.

Wayne Atkinson,

Manager, Jackson Airports District Office, Southern Region.

[FR Doc. 03-10048 Filed 4-22-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Jackson, Harrison and Hancock, Greene, Stone, and Pearl River Counties, Mississippi

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the CSX Railroad Relocation Study in the above referenced counties in Mississippi.

FOR FURTHER INFORMATION CONTACT: Mr. Cecil Vick, Realty Officer/Environmental Coordinator, and Mr. Dickie Walters, Environmental Protection Specialist, Federal Highway Administration, 666 North Street, Suite 105, Jackson, MS 39202-3199, Telephone: (601) 965-4217. Contacts at

the State and local level, respectively are: Mr. Claiborne Barnwell, Environmental/Location Division Engineer, Mississippi Department of Transportation, P.O. Box 1850, Jackson, MS, 39215-1850, telephone: (601) 359-7920; and Mr. Ricky Lee, District 6 Engineer, Mississippi Department of Transportation, P.O. Box 551, Hattiesburg, MS, 39403-0551, telephone (601) 544-6511.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Mississippi Department of Transportation (MDOT) will prepare an Environmental Impact Statement (EIS) for the relocation study through the six counties of the Mississippi Gulf Coast—Jackson, Harrison, Hancock, Greene, Stone, and Pearl River counties.

The relocated CSX Railroad will be situated within the six Mississippi coastal counties noted above. The project has logical termini at both the eastern and western termini of the State of Mississippi where the connection will occur with the CSX railroad into the states of Alabama and Louisiana. The purpose of the CSX Study is three-fold: Identify the best feasible corridor for relocation of the CSX Railroad in Mississippi; obtain the necessary environmental clearances; and demonstrate the applicability of remote sensing technologies to environmental analysis for transportation planning projects and decision making. Of paramount importance to this effort is the public participation process. The relocated CSX Railroad will enter Mississippi at the eastern terminus in Jackson County and extend generally in a western alignment through Harrison County into Jackson County exiting the state at the western terminus into Louisiana. Alternatives under consideration include (1) taking no action and (2) various build alternatives.

The FHWA and MDOT are seeking input as a part of the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A formal scoping meeting with Federal, State, and local agencies, and other interested parties has been held.

Coordination will be continued with appropriate Federal, State, and local agencies, Native American tribes and private organizations and citizens who have previously expressed or are known

to have interest in this proposal. Numerous public involvement meetings will be held, a newsletter will be developed, and a Web site will be created to keep the public informed. A local project office will be opened in Gulfport, Mississippi. The draft EIS will be available for public and agency review and comment prior to the official public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

Andrew H. Hughes,

Division Administrator, Jackson, Mississippi.
[FR Doc. 03-9985 Filed 4-22-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement (VISA)/Joint Planning Advisory Group (JPAG)

AGENCY: Maritime Administration, DOT.

ACTION: Synopsis of April 3, 2003 meeting with VISA participants.

The VISA program requires that a notice of the time, place, and nature of each JPAG meeting be published in the **Federal Register**. The program also requires that a list of VISA participants be periodically published in the **Federal Register**. The full text of the VISA program, including these requirements, is published in 68 FR 8800-8808, dated February 25, 2003.

On April 3, 2003, the Maritime Administration (MARAD) and the U.S. Transportation Command (USTRANSCOM) co-hosted a meeting of the VISA JPAG at Ft. Eustis, Virginia.

Meeting attendance was by invitation only, due to the nature of the information discussed and the need for a government-issued security clearance. Of the 52 U.S.-flag carrier corporate participants enrolled in the VISA program at the time of the meeting, 19 companies participated in the meeting. In addition, representatives from the Maritime Administration (MARAD), the Department of Defense, and maritime labor attended the meeting.

MG Ann E. Dunwoody opened the meeting with a welcome to all attendees. She was followed by LtGen

Gary Hughey, the USTRANSCOM Deputy Commander, and Captain William G. Schubert, Maritime Administrator, who provided participants with an overview of the meeting. The JPAG meeting included updates on: (1) Current operations; (2) sustainment operations; (3) redeployment operations; and (4) CBR-D training.

As of April 1, 2003, the following commercial U.S.-flag vessel operators were enrolled in the VISA program with MARAD: America Cargo Transport, Inc.; American Automar, Inc.; American International Car Carrier, Inc.; American President Lines, Ltd.; American Roll-On Roll-Off Carrier, LLC; American Ship Management, L.L.C.; Bay Towing Corporation; Beyel Brothers Inc.; Central Gulf Lines, Inc.; Coastal Transportation, Inc.; Columbia Coastal Transport, LLC; Crowley Liner Services, Inc.; Crowley Marine Services, Inc.; Delta Towing; E-Ships, Inc.; Farrell Lines Incorporated; First American Bulk Carrier Corp.; First Ocean Bulk Carrier-I, LLC; First Ocean Bulk Carrier-II, LLC; First Ocean Bulk Carrier-III, LLC; Horizon Lines, LLC, Foss Maritime Company; Liberty Shipping Group Limited Partnership; Lockwood Brothers, Inc.; Lykes Lines Limited, LLC; Lynden Incorporated; Maersk Line, Limited; Matson Navigation Company, Inc.; Maybank Navigation Company, LLC; McAllister Towing and Transportation Co., Inc.; Moby Marine Corporation; Odyssea Shipping Line LLC; OSG Car Carriers, Inc.; Patriot Shipping, L.L.C.; RR & VO L.L.C.; Resolve Towing & Salvage, Inc.; Samson Tug & Barge Company, Inc.; Sea Star Line, LLC; SeaTac Marine Services, LLC; Sealift Inc.; Signet Maritime Corporation; STEA Corporation; Superior Marine Services, Inc.; TECO Ocean Shipping; Totem Ocean Trailer Express, Inc.; Trailer Bridge, Inc.; TransAtlantic Lines LLC; Troika International, Ltd.; U.S. Ship Management, Inc.; Van Ommeren Shipping (USA) LLC; Waterman Steamship Corporation; and Weeks Marine, Inc.

FOR FURTHER INFORMATION CONTACT: Mr. Taylor E. Jones II, Director, Office of Sealift Support, (202) 366-2323.

By Order of the Maritime Administrator.

Dated: April 18, 2003.

Joel C. Richard,

Secretary.

[FR Doc. 03-10036 Filed 4-22-03; 8:45 am]

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