

practical tests as part of their programs for training and assessing seafarers.

How May I Participate in This Action?

You may participate in this action by submitting comments and related material on the national performance measures proposed here. (Although the Coast Guard does not seek public comment on the measures recommended by MERPAC, as distinct from the measures proposed here, those measures are available on the Internet at the home page of MERPAC, <http://www.uscg.mil/hq/g-m/advisory/merpac/merpac.htm>). These measures are available on the Internet at <http://dms.dot.gov>, under this docket number [USCG 2002-12032]. They are also available from Mr. Gould where indicated under **ADDRESSES**. If you submit written comments please include—

- Your name and address;
- The docket number for this Notice [USCG 2002-12032];
- The specific section of the performance measures to which each comment applies; and
- The reason for each comment.

You may mail, deliver, fax, or electronically submit your comments and related material to the Docket Management Facility, using an address or fax number listed in **ADDRESSES**. Please do not submit the same comment or material more than once. If you mail or deliver your comments and material, they must be on 8½-by-11-inch paper, and the quality of the copy should be clear enough for copying and scanning. If you mail your comments and material and would like to know whether the Docket Management Facility received them, please enclose a stamped, self-addressed postcard or envelope. The Coast Guard will consider all comments and material received during the 60-day comment period.

Once we have considered all comments and related material, we will publish a final version of the national performance measures for use as guidelines by the general public. Individuals and institutions assessing the competence of mariners may refine the final version of these measures and develop innovative alternatives. If you vary from the final version of these measures, however, you must submit your alternative to the National Maritime Center for approval by the Coast Guard under 46 CFR 10.303(e) before you use it as part of an approved course or training program.

Dated: April 2, 2002.

Howard L. Hime,

Acting Director of Standards, Marine Safety, Security and Environmental Protection.

[FR Doc. 02-9833 Filed 4-22-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2001-8994]

Proposed Advisory Circular (AC) No. 21.101-1 Change 1, Advisory Material for the Establishment of the Certification Basis of Changed Aeronautical Products

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability and request for comments.

SUMMARY: This notice announces the availability of and request for comments on Draft Advisory Circular (AC) 21.101-1 Change 1, dated April 3, 2002, Advisory Material for the Establishment of the Certification Basis of Changed Aeronautical Products. This AC provides guidance for establishing the certification basis for changes made to aeronautical products. The FAA has issued a final rule, Type Certification Procedures for Changed Products, that amends the procedural regulations for the certification of changes made to type certification of aeronautical products. These amendments affect changes accomplished through either an amended type certificate or a supplemental type certificate. This proposal AC provides guidance for determining compliance with those amended procedural regulations for the certification of all aircraft, aircraft engines, and propellers.

DATES: Comments must be received on or before June 5, 2002.

ADDRESSES: Address your comments to the Docket Management System. U.S. Department of Transportation, Room Plaza 401, 400 Seventh St., SW., Washington, DC 20590-0001. You must identify the docket number at the beginning of your comments, and you should submit two copies of your comments.

You may also submit comments through the Internet to <http://dms/dot.gov>. You may review the public docket containing comments to these proposed AC in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office is on the plaza level at the Department of Transportation building at the address

above. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Randall Petersen, Certification Procedures Branch, AIR-110, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number: (202) 267-9583, fax (202) 278-5340.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to participate in this action by submitting written data, views, or arguments. In your comments, identify AC 21-101-1 Change 1, Advisory Material for the Establishment of the Certification Basis of Changed Aeronautical Products, and the regulatory docket number specified previously. Submit them in duplicate to the DOT Rules Docket address specified above.

The FAA will consider all comments received on or before the closing date for comments before issuing the final AC. The docket is available for public inspection before and after the comments closing date.

Availability of Rulemaking Documents

You can get an electronic copy of this document from the Internet by taking the following steps:

- (1) Go to the search function of the Department of Transportation's electronic Docket Management System (DMS) web page (<http://dms.dot.gov/search>).
- (2) On the search page, type in the last four digits of the docket number shown at the beginning of this document. Click on "search."
- (3) On the next page, which contains the docket summary information, click on the item you want to see.

You can also get an electronic copy using the Internet through the FAA's web page at <http://www.faa.gov/avr/arm/nprm/htm> or the Federal Register's web page at http://www.access.gpo.gov/su_docs/aces/aces/140.html.

Background

Final Rule

On June 7, 2000, the Type Certification Procedures for Changed Products final rule (65 FR 36244, June 7, 2000) became effective. The FAA established a mandatory compliance date of December 10, 2001, for transport category airplanes and restricted category airplanes that have been certificated using transport category standards; and a date of December 9,

2002, for all other category aircraft, engines, and propellers. The rule requires, among other things, that an applicant for a change to a type certificate must show the changed product complies with the certification requirements in effect on the date of application. (14 CFR 21.101(a)). The rule also states the applicant may show the changed product complies with an earlier amendment of a regulation if the Administrator determines the change is "not-significant." (14 CFR 21.101(b)(1)). Specifically, determining the appropriate certification basis for each design change requires an assessment against the automatic criteria of "significant" as stated in the rule, coupled with the Administrator's discretionary right to consider the extent of the changes and related revisions to the regulations. (14 CFR 21.101(b)(1)(i) and (ii)).

On August 8, 2001, the FAA also published AC 21.101-1, providing guidance for the applicant to comply with the amended regulations for the certification of changes to transport category airplanes and restricted category airplanes that have been certified using transport category regulations.

During the fifteen months since publishing the rule, FAA, Transport Canada Civil Aviation, European Joint Aviation Authorities, and industry developed guidance material in the form of an advisory circular, a draft FAA Notice, and related training materials. The aviation industry has questioned the ability to standardize administrative procedures, raising a concern that implementation of the rule may not be uniform among the aviation manufacturing communities, both domestic and international. Based on this concern, FAA wants to ensure the implementation procedures for the rule provide for an equal and balanced application for all manufacturers, both domestic and international, and do not place an undue burden on FAA Aircraft Certification Offices and other civil aviation authorities. Accordingly, the FAA published a delay of all the compliance dates in the rule (66 FR 56989, November 14, 2001) to June 10, 2003.

Advisory Circular (AC)

To ensure a uniform application of this rule as it pertains to FAA's determination of "significant" and "not-significant" design changes, FAA has worked closely with the Joint Aviation Authorities and Transport Canada Civil Aviation to develop AC 21.101-1 Change 1. This advisory circular addresses the standardization concerns

that precipitated the delay in implementing the rule until June 10, 2003, for all categories of aircraft, engines, and propellers.

AC 21.101-1 Change 1, will provide guidance for the applicant to comply with the amended regulations for the certification of changes to all aeronautical products. This AC will supercede Advisory Circular 21.101-1, dated August 8, 2001.

Issued in Washington, DC, on April 12, 2002.

David W. Hempe,

Manager, Aircraft Engineering Division.

[FR Doc. 02-9935 Filed 4-18-02; 2:31 pm]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare an Environmental Impact Statement, Panama City-Bay County International Airport, Panama City, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Intent.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to announce to the public that an Environmental Impact Statement (EIS) will be prepared to consider alternatives to meet forecast growth in aviation demand in the Panama City-Bay County region.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Lane, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024, 407/812-6331, Extension 29.

SUPPLEMENTARY INFORMATION: The Panama City-Bay County International Airport (PFN), owned and operated by the Panama City-Bay County Airport and Industrial District (Sponsor), is located approximately five miles northwest of the central business district of Panama City, Florida. PFN has two 150-foot wide runways, Runway 5-23 and Runway 14-32. Runway 5-23 measures 4,888 feet in length and is primarily used by general aviation aircraft. Runway 14-32, with a length of 6,304 feet, serves as the primary runway for commercial airline service at PFN.

During the 1990s, an Environmental Assessment was initiated by the Sponsor to consider alternatives to provide an 8,000-foot runway at PFN. This study recommended an extension of Runway 14-32 to the northwest into Goose Bayou. However, the proposed

extension would have environmental impacts to Class II waters that are protected under Florida state law. Due to opposition to the runway extension, the Environmental Assessment was deferred in 1998.

With support from the FAA and the Florida Department of Transportation (FDOT), the Sponsor initiated an effort in 1999 to study the feasibility of relocating or expanding the existing airport facilities. The *Feasibility Study* resulted in a determination that relocation of the airport was technically feasible. In 2000, the Sponsor completed a *Site Selection Study* to assist the Sponsor in deciding a preferred location of a relocated airport. The *Site Selection Study* recommended a preferred site, located north of County Road 388, east of State Road 79, south of State Road 20, and west of State Road 77. Relocation of the airport to the preferred site is the Sponsor's proposed project.

On November 7, 2001, the FAA published in the **Federal Register** a Notice of Intent to prepare an environmental Assessment to consider alternatives to meet forecast growth in aviation demand in the Panama City-Bay County region. Agency and public scoping meetings were held on December 13, 2001. Following review of written comments submitted by agencies and the public, and review of available information regarding the potential for significant environmental impacts, including impacts to 1,400-1,800 acres of wetlands, the FAA has determined that an Environmental Impact Statement (EIS) will be prepared for the project.

Alternatives to be considered in the EIS, in addition to the no action alternative, will include expansion alternatives at the existing airport site, the Sponsor's proposed project to relocate the airport to a new site, and other reasonable alternatives as determined during the FAA's alternatives analysis process. The EIS will evaluate the environmental impacts of all reasonable alternatives, including the evaluation of environmental impacts related to noise, air quality, water quality, land use, wetlands, ecological resources, floodplains, hazardous materials, historic and archaeological resources, environmental justice floodplains, and farmlands.

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