

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 ADCAA.

Issued in College Park, Georgia, on November 7, 2002.

Scott L. Seritt,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 02-29444 Filed 11-19-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2002-13840]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before January 21, 2003.

FOR FURTHER INFORMATION CONTACT:

Lennis Fludd, Maritime Administration, 400 Seventh St., SW., Washington, DC 20590. Telephone: 202-366-2308; FAX: 202-366-9580, or E-MAIL: lennis.fludd@marad.dot.gov.

Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Records Retention Schedule.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0501.

Form Numbers: None.

Expiration Date of Approval: Three years from approval by the Office of Management and Budget.

Summary of Collection of Information. Section 801, Merchant Marine Act, 1936, as amended, requires retention of financial records pertaining to financial assistance programs for ship construction and ship operations. These records are required to be retained to permit proper audit of pertinent records at the conclusion of a contract.

Need and Use of the Information: The information will be used to audit

pertinent records at the conclusion of a contract when the contractor was receiving financial assistance from the government.

Description of Respondents: U.S. shipping companies.

Annual Responses: 3.

Annual Burden: 150 hours.

Comments: Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EDT (or EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

By Order of the Maritime Administrator.

Dated: November 14, 2002.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-29408 Filed 11-19-02; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Finance Docket No. 33928]

Norfolk Southern Corporation and Norfolk Southern Railway—Construction and Operation in Indiana County, PA

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of availability of environmental assessment and request for comments.

SUMMARY: The Norfolk Southern Corporation and Norfolk Southern Railway (Norfolk Southern) has petitioned the Surface Transportation Board (Board) for authority to construct and operate a 5.26-mile line of railroad between Saltsburg and Clarksburg, in Indiana County, Pennsylvania (the Saltsburg Connection). The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) has

prepared a Environmental Assessment (EA) for this project. Based on the information provided and the environmental analysis conducted to date, the EA preliminarily concludes that this proposal should not significantly affect the quality of the human environment if the recommended mitigation measures set forth in the EA are implemented.

Accordingly, SEA recommends, that if the Board approves this project, Norfolk Southern be required to implement the mitigation set forth in the EA. Copies of the EA have been served on all interested parties and will be made available to additional parties upon request. SEA will consider all comments received when making its final environmental recommendation to the Board. The Board will consider SEA's final recommendations and the complete environmental record in making its final decision in this proceeding.

DATES: The EA is available for public review and comment for 30 days. Parties should provide written comments to the Board no later than December 19, 2002.

ADDRESSES: Comments (an original and 10 copies) regarding this EA should be submitted in writing to: Surface Transportation Board, Case Control Unit, 1925 K Street, NW, Suite 700, Washington, DC 20423 to the attention of Ms. Phillis Johnson-Ball, Environmental Comments, Finance Docket 33929.

FOR FURTHER INFORMATION CONTACT: Ms. Phillis Johnson-Ball, Environmental Project Manager, at (202) 565-1530 (TDD for the hearing impaired (1-800-877-8339). To obtain a copy of the EA, contact Da 2 Da Legal, 1925 K Street, NW., Washington, DC 20006, phone (202) 293-7776 or visit the Board's Web site at <http://www.stb.dot.gov>.

SUPPLEMENTARY INFORMATION: The construction and operation of the Saltsburg Connection is part of a larger Norfolk Southern project, the Keystone Project, which would also involve the rehabilitation of 10.89 miles of an out-of-service line between Clarksburg and Shelocta and the modification of the existing Keystone Connection near Shelocta by the addition of 1,450 feet of new single track that will connect the rehabilitated Clarksburg Segment with an existing industrial track that services the Keystone Plant. The Keystone Project would create a new route from the south, the Southern Route, for Norfolk Southern to serve the Keystone Plant. The proposed rehabilitation of the Clarksburg Segment and the modification of the Keystone Connection are not actions before the