

**Abstract:** Runway incursions are a risk to the public traveling in aircraft. Reduction of runway incursions is listed by the DOT Office of the Inspector General as one of the top ten transportation management improvements needed, the National Transportation Safety Board (NTSB) has selected runway safety as one of their "most wanted" transportation safety improvements, and the FAA Administrator has directed that runway safety be one of the FAA's top five safety priorities. FAA has been concentrating on this issue for a decade and progress has been elusive, in part because of a lack of feedback from people working and flying on the runways in the NAS. Feedback from surveys will be used in the prevention of runway collisions and in the reduction of the severity and frequency of runway incursions.

**Estimated Annual Burden Hours:** An estimated 1,670 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

**Comments are invited on:** Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on October 29, 2003.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, APF-100.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Agency Under OMB Review

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice

announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collection. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection information was published on July 25, 2003 on page 44137.

**DATES:** Comments must be submitted on or before December 5, 2003. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

#### Federal Aviation Administration (FAA)

**Title:** Safe Disposition of Life Limited Aircraft Parts.

**Type of Request:** Extension of a currently approved collection.

**OMB Control Number:** 2120-0665.

**Forms(s) N/A.**

**Affected Public:** A total of 8,000 air carriers and manufacturers.

**Abstract:** This action responds to the Wendall H. Ford Investment and Reform Act for the 21st Century by requiring that all persons who remove any life-limited aircraft part be required to have a method to prevent the installation of that part after it has reached its life limit. This action reduces the risk of life-limited parts being used beyond their life limits. This action also requires that manufacturers of life-limited parts provide marking instructions, when requested.

**Estimated Annual Burden Hours:** An estimated 104,000 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington DC, on October 29, 2003.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, APF-100.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2003-16227]

#### Policy and Procedures Concerning the Use of Airport Revenue: Petition of Sarasota-Manatee Airport Authority To Allow Use of Airport Revenue for Direct Subsidy of Air Carrier Operations

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Request for comments.

**SUMMARY:** This notice requests comments on a petition to amend the current Policy and Procedures Concerning the Use of Airport Revenue ("Revenue Use Policy"). The petitioner Sarasota-Manatee Airport Authority is an airport operator subject to the provisions of the Revenue Use Policy. The petitioner requests that the FAA amend the Revenue Use Policy to permit certain airport operators to use airport revenue for the direct subsidy of commercial air carrier operations under specific and limited circumstances. Currently, the Revenue Use Policy prohibits all airport operators that are the recipient or subject of Federal assistance for airport improvements ("airport sponsors") from using airport revenue to provide direct subsidies to air carriers for the provision of commercial service. However, the petitioner represents that some airport sponsors have been able to provide either financial subsidies or revenue guarantees to secure air carrier service. These airport sponsors have been general-purpose municipalities that can use funds from non-airport sources. On the other hand, those airport sponsors governed by a special-purpose airport authority cannot provide direct subsidies to air carriers, because all of their funds are considered airport revenue subject to the prohibitions in the Revenue Use Policy. The FAA is publishing for comment the petitioner's suggestion to consider limited use of airport revenue for direct subsidy of air carrier operations to be an "operating cost" of the airport under the Revenue Use Policy.