

Public Agency: Albany-Dougherty County Aviation Commission, Albany, Georgia.

Application Number: 98-02-C-00-ABY.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$629,049.

Earliest Charge Effective Date: June 1, 1999.

Estimated Charge Expiration Date: December 1, 2004.

Class of Air Carriers Not Required to Collect PFC's: Part 135 air taxi/commercial operators.

Determination: Approved. Based on information contained the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Southeast Georgia Regional Airport.

Brief Description of Projects Approved for Collection and Use: ANTN digital training system, Airfield perimeter fencing; Perimeter fencing—road

widening project; Telecommunication device for the deaf; Americans with Disabilities Act signage—terminal building; Commuter passenger boarding bridge; Lighting vault; ARFF maintenance facility; Rehabilitate taxiway lights (taxiway A); Replace ARFF vehicle; Rehabilitate runway lights (runway 4/22); Rehabilitate taxiway A (phase I); Airfield signage; Rehabilitate beacon;

Rehabilitate taxiway A (Phase II) and taxiway C.

Rehabilitate runway 16/34 lights. Rehabilitate taxiways B, C, and E lighting.

Expand and rehabilitate apron (design only).

Rehabilitate taxiways D and E (design only).

Master plan update.

Rehabilitate runway 4/22 (design only).

Rehabilitate runway 4/22.

Rehabilitate runway 16/34.

Brief Description of Project Approved for Use: Rehabilitate general aviation apron.

Brief Description of Project

Disapproved: Bunker gear for ARFF personnel.

Determination: Disapproved. The eligibility of protective clothing for ARFF personnel is limited to one suite for each firefighter employed full-time to fight aircraft fires; and one suit for each position of a less than full-time unit, subject to the limitation that the total number of suits does not exceed two for lightweight vehicles and five for large-type vehicles. Based on this criteria, this location is eligible for 10 suits. Ten proximity suits, which provide more protection for ARFF personnel than do bunker gear suits, were purchased under a previous PFC application; therefore, the bunker gear suits are not eligible.

Decision Date: March 31, 1999.

For Further Information Contact:

Larry Clark, Atlanta Airports District Office, (404) 305-7144.

Amendments to PFC Approvals

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
93-01-C-03-MRY Monterey, CA.	03/03/99	\$5,294,407	\$4,032,754	07/01/02	07/01/02
97-02-C-01-TYR Tyler, TX.	03/08/99	976,449	1,166,292	01/01/03	01/01/03
96-04-C-04-MCO Orlando, FL.	03/10/99	101,154,000	103,127,000	06/01/98	07/01/98

Issued in Washington, DC, on April 12, 1999.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

[FR Doc. 99-9784 Filed 4-19-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of intent to rule on application (99-02-C-00-UNV) to Impose and Use the Revenue From a Passenger Facility Charge at University Park Airport

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 University Park 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 20, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Ms. Roxane Wren, Harrisburg Airports District Office, 3911 Hartzdale Dr., Suite 1100, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David E. Branigan, Associate Treasurer for the Pennsylvania State University at the following address:

The Pennsylvania State University, 106 Physical Plant Building, University Park, PA 16802.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Pennsylvania State University under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT:

Roxane Wren, Harrisburg Airports District Office, 3911 Hartzdale Dr., Suite 1100, Camp Hill, PA 17011. 717-730-2831. 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 revenue from a PFC at University Park 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. Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 26, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Pennsylvania State University 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 July 6, 1999.

The following is a brief overview of the application.

Application number: 99-02-C-00-UNV
Level of the proposed PFC: \$3.00
Proposed charge effective date:

September 1, 1999

Proposed charge expiration date:

October 1, 2004

Total estimated PFC revenue:

\$1,449,859

Brief description of proposed projects:

—ARFF Vehicle Modification

—ARFF Equipment

—Snow Removal Equipment Storage Building

- Acquire Snow Removal Vehicles
- Design & Construction of Runway 6–24 Extension & Stormwater Management
- Environmental Assessment Study Cost Overrun
- Phase I Historical/Archaeological Study
- Security Control & Access Improvements
- Handicapped Access Lift
- Connect to Municipal Water
- T/W Extension for Hangar Access
- Interior Roads
- Part 150 Study
- Obstruction Removal
- Highway Access Improvements (Deceleration Lanes)
- AWOS/ASOS
- Property Acquisition (Spearly), Phase I–R/W 6 Approach
- Expand Airline Terminal Apron
- Master Plan Update
- ARFF Vehicle
- Snow Removal Vehicle—Blower
- Construct Aircraft Parking Apron
- Extend Taxiways to T Hangers
- Property Acquisition (Spearly), Phase II—R/W 6 Approach

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Charter Carriers and Air Taxi.

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: Fitzgerald Federal Building #111, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Pennsylvania State University.

Issued in Jamaica, New York on April 12, 1999.

Thomas Felix,

Manager, Planning & Programming Branch, Airports Division, Eastern Region.

[FR Doc. 99–9785 Filed 4–19–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Announcement of the April 1999 Change 11 of the Standard Clauses

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability.

SUMMARY: Federal Aviation Administration (FAA) announces the availability of the April 1999 Change 11 of the standard clauses used in FAA

procurement contracts and Screening Information Requests (SIR).

ADDRESSES: The complete text of Change 11 of the standard clauses and the latest versions of the contracting clauses are available on the Internet at <http://fast.faa.gov/>. Use of the Internet World Wide Web Site is strongly encouraged for access to copies of the current clauses. If Internet service is not available, requests for copies of these documents may be made to the following address:

FAA Acquisition Reform, ASU–100, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT:

Yvonne Joseph, Procurement Management Branch, Federal Aviation Administration, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591, (202) 267–8638.

SUPPLEMENTARY INFORMATION: On October 31, 1995, Congress passed an Act Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes (The 1996 DOT Appropriations Acts). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA to develop and implement a new acquisition management system that addresses the unique needs of the agency. The new FAA Acquisition Management System went into effect on April 1, 1996.

(See Notice of Availability at 61 FR 15155 (April 4, 1996))

The Air Traffic Management System Performance Improvement Act of 1996, title II of the Federal Aviation Reauthorization Act of 1996, Public Law 104–264, October 9, 1996, expanded the procurement reforms previously authorized by the 1996 DOT Appropriations Act. Amendment 01 implements title II and makes other necessary changes to, and clarifications of, the FAA Acquisition Management System.

Issued in Washington, DC, on April 9, 1999.

Gilbert B. Devey, Jr.,

Director of Acquisitions, ASU–1.

[FR Doc. 99–9882 Filed 4–19–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33407]

Dakota, Minnesota & Eastern Railroad Corporation Construction Into The Powder River Basin

AGENCIES: Lead: Surface Transportation Board.

Cooperating:

U.S.D.A. Forest Service.

U.S.D.I. Bureau of Land Management.

U.S. Army Corps of Engineers.

ACTION: Notice to the parties providing an extension of time to submit comments on alternatives and reply comments.

On March 10, 1999, the Final Scope of Study for the Environmental Impact Statement (EIS) and Request for Comments on 1) the Modified Proposed Action, referred to as Alternative C, and 2) the City of Rochester, Minnesota's South Bypass Proposal was issued in this proceeding. The Final Scope provided a 30 day comment period for interested parties to submit comments on the two new proposed alternatives listed above, while making it clear that the 30 day comment period, which was due to expire on April 10, 1999, was in addition to, not a substitute for, the comment period that will be provided on all aspects of the Draft Environmental Impact Statement (DEIS) when that document is made available.

The Board and cooperating agencies have received requests to extend the April 10, 1999 comment date. Some of the requests seek an extension in which to comment on a number of potential environmental impacts and others seek additional time to permit development of bypass alternative proposals.

As discussed below, we will provide a limited additional comment period for interested communities to develop bypass proposals. As we stated in the Final Scope, we are mindful of our obligations under the National Environmental Policy Act, 16 U.S.C. 4321–4335 (NEPA) to explore and evaluate in the EIS a reasonable range of alternatives designed to meet the purpose and need of the applicant's proposal. *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190 (D.C. Cir. 1991). At the same time, we are aware that we cannot let the environmental review process indefinitely delay the Board's final decision on this matter.

In the Final Scope, we made a preliminary determination, based on the City of Rochester's engineering study and cost estimates, that the City had met an initial burden of showing that its