

NPS in fulfilling its statutory mandate of the National Park Overflights Act, Public Law 100-91, to provide for the substantial restoration of natural quiet in the GCNP by 2008, as called for by Presidential Memorandum dated April 22, 1996, Earth Day Initiative, Parks for Tomorrow. The Undertaking includes those actions for which implementation has been delayed since December 1996, as well as those currently proposed by the FAA. The currently proposed actions include (1) modifying the Special Federal Aviation Regulation Number 50-2; (2) modifying the commercial air tour routes within the Special Flight Rules Area (SFRA); and (3) limiting the commercial air tour operations.

DATES: There is no comment period associated with release of this document. However, any party to this proceeding, having a substantial interest may appeal the order to the Courts of Appeals of the United States or to the United States Court of Appeals for the District of Columbia upon petition, filed within 60 days of issuance of the Final Rules.

ADDRESSES: A copy of the Final SEA is being mailed to all those commenting, either in writing or orally at one of the public meetings and who provided a return address, on the Draft SEA (DSEA). A postcard will be mailed to those individuals that received a copy of the DSEA but did not provide comments indicating how a copy of the FSEA can be obtained. Additional requests for copies of the FSEA should be directed to: Federal Aviation Administration, Air Traffic Airspace Management, Environmental Programs Division, Attention: Tina Hunter, ATA-300.1, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Questions concerning this Final SEA or the environmental process followed should be directed to the FAA, Air Traffic Airspace Management, Environmental Programs Division, ATA-300, Attention: Mr. William Marx, via telephone at (202) 267-3075, or in writing to the address above.

SUPPLEMENTARY INFORMATION: The FAA and DOI considered the proposed actions to assist the NPS in achieving its congressional mandate to provide for the substantial restoration of natural quiet at GCNP. Based upon consultation with Federal, State and local agencies and Native American tribal representatives, and in response to public comments, FAA made revisions to the DSEA and prepared the Final SEA. The FAA modified the Preferred Alternative to address socioeconomic

concerns of the Hualapai Tribe and the Navajo Nation and concerns expressed by air tour operators and general aviation pilots. The major changes to the Preferred Alternative between the DSEA and Final SEA are as follows:

(1) Commercial air tour operations that transit the SFRA along Blue-2 and Green-4, that operate under a written contract with the Hualapai Tribe, and that have an operations specification authorizing such flights will be excepted from the commercial air tour allocation requirement. The Hualapai Tribe indicated that the Operations Limitation as proposed in the June 1999 Notice of Proposed Rulemaking would significantly adversely impact the Tribe's economic development efforts. The modifications to the Preferred Alternative will avoid negative impacts to the socioeconomic activities of the Hualapai Indian Tribe;

(2) A turnaround has been added in the Zuni Point Corridor in the vicinity of Gunthers Castle in response to comments from the commercial air tour industry that a turn-around in this corridor was necessary to provide the operators with a safe and economic alternative to the Saddle Mountain route;

(3) The Desert View Flight Free Zone (FFZ) has been modified to extend eastward only to the GCNP boundary in response to safety concerns expressed by general aviation pilots and socioeconomic concerns expressed by the Cameron and Gap/Bodaway Chapters of the Navajo Nation. To allow protection for areas containing TCPs identified during Section 106 consultation, FAA left in place the proposed enlargement of the SFRA eastern boundary and the relocation of commercial air tour routes known as Black-2 and Green-3;

(4) The SRFA boundary has been modified on the southeast corner in response to comments from the general aviation community regarding the Sunny Military Operating Area, and the latitude and longitude dimensions within the proposed Final Rule have been corrected;

(5) The description of the future Bright Angel Incentive Corridor has been corrected;

(6) The Toroweap/Shinumo FFZ has been modified to exclude Hualapai reservation lands; and,

(7) The wording in the document has been clarified based on public and agency comments.

The Final Rule for the Modification to the Airspace in the SFRA, the Final Rule for Limitations to Commercial Air Tours and the Notice of Route Availability (with the accompanying

chart) are also being released concurrently with this Final SEA. A summary of the background information relative to the Undertaking is contained in each of these documents.

The Supplemental EA

The scoping process for this Supplemental EA consisted of a public comment period for those interested agencies and parties to submit written comments representing the concerns and issues they believed should be addressed. The FAA received a total of 20 written comments. The Draft SEA, published in June 1999 contained a summary of those comments in Appendix G. FAA and DOI held two public hearings during the comment period, the first in Flagstaff, Arizona on August 17, 1999 and the second in Las Vegas, Nevada on August 19, 1999. The FAA received a total of 51 comments on the Draft SEA (both written and verbal).

Information, data, opinions, and comments obtained throughout the process were used in preparing the FSEA. The purpose of this Notice is to inform Federal, State, local and government agencies, and the public of the availability of the Final SEA. To maximize the opportunities for public participation in this environmental process, the FAA has mailed copies of the Final SEA, the two Final Rules, and the Notice of Route Availability and graphic to those individuals and agencies that commented on the Draft SEA. The graphic containing the proposed route changes and airspace modifications is not being published in today's **Federal Register** due to the detail on the charts.

Issued in Washington, D.C. on March 28, 2000.

William J. Marx,

*Manager, Environmental Programs Division,
Office of Air Traffic Airspace Management.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 194 ATM Data Link Implementation

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 194 meeting to be held April 24-27, 2000, starting at 9 a.m. The meeting will be held at RTCA, 1140 Connecticut Ave., NW, Suite 1020, Washington, DC 20036.

The agenda will include: April 24: 9 a.m.–12 Noon, Working Group (WG) 2, Flight Operations and ATM Integration; 1 p.m.–5 p.m., Plenary Session: (1) Welcome and Introductory Remarks; (2) Review Agenda; (3) Review/Approve Previous Two Meeting Summaries; (4) Approval of WG–3 Document, Minimum Operational Performance Standards of Air Traffic Services Provided via Data Communication Utilizing the ATN, Builds I and IA. April 25–26: (5) Working Group Meetings; (6) Data Link Ops Concept and Implementation Plan (WG–1); (7) Flight Operations and ATM Integration (WG–2); (8) Human Factors (WG–3), and (9) Service Provider Interface (WG–4). April 27: (10) Working Group Reports; (11) Updates on Work Programs and Expected Document Completion Dates; (12) Other Business; (13) Date and Location of Future Meetings; (14) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC. 20036; (202) 833–9339 (phone); (202) 833–9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 28, 2000.

Janice L. Peters,

Designated Official.

[FR Doc. 00–8234 Filed 4–3–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application (00–02–C–00–PDT) to Impose and Use, the Revenue from a Passenger Facility Charge (PFC) at Eastern Oregon Regional Airport at Pendleton, Submitted by the City of Pendleton, OR

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, PFC revenue at Eastern Oregon Regional Airport at Pendleton under the provisions of 49 U.S.C. 40117 and Part

158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before May 4, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager; Seattle Airports District Office, SEA–ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055–4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Larry Dalrymple, Airport Manager, at the following address: 2016 Airport Road, Pendleton, Oregon 97801.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to East Oregon Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425)227–2654, Seattle Airports District Office, SEA–ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055–4056. 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 (00–02–C–00–PDT) to impose and use PFC revenue at Eastern Oregon Regional Airport at Pendleton, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On March 28, 2000, the FAA determined that the application to impose and use, the revenue from a PFC submitted by the City of Pendleton, Pendleton, Oregon was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 29, 2000.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: September 1, 2000.

Proposed charge expiration date: September 15, 2010.

Total requested for use approval: \$333,159.

Brief description of proposed project: Complete Terminal Renovations; Non-Revenue Parking Lot Improvements—Long Term Parking; Purchase Aircraft Rescue and Fire Fighting Vehicle; General Aviation Apron Rehabilitation; Taxiway D Rehabilitation; Install PAPI Runway 25; Runway 11–29

Rehabilitation; Terminal Apron C Rehabilitation.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Air taxi/commercial operators who conduct operations in air commerce carrying persons for compensation or hire.

And 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: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM–600, 1601 Lind Avenue S.W., Suite 315, Renton, WA 98055–4056.

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

Issued in Renton, Washington on March 28, 2000.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 00–8233 Filed 4–3–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Federal Highway Administration, 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 review and comment. The ICR describes the nature of the information collection and its expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following information collection was published on January 10, 2000 [65 FR 1425].

DATES: Comments must be submitted on or before May 4, 2000.

FOR FURTHER INFORMATION CONTACT: Thomas Klimek, (202) 366–2212, Office of Freight Management and Operations, Federal Highway Administration, 400 7th Street, SW., Washington, DC 20590–0001. Office hours are from 7:30 a.m. to