

paid by your company for comparable operations during the period beginning on September 4, 2001, and ending on September 10, 2001. This offer is subject to final funding availability.

This reimbursement will only cover premium increases—

(a) for coverage against loss or damage arising out of war risks from the operation of an "American aircraft," as that term is defined at 49 USC 44301(1); and

(b) for the thirty-day period beginning at 12:01 a.m. on the day following the cancellation of the war risk insurance that was in effect for your company on September 11, 2001, and ending at 12:00 midnight on the thirtieth day following.

To request this reimbursement, follow the instructions below. You must submit your request for reimbursement with appropriate documentation for receipt by the FAA by close of business November 2, 2001, to be eligible for this reimbursement. Fax or e-mail requests are allowed, but must be followed by original documents sent via express courier or mail.

A final determination of the amount of payment for reimbursement will be made by the FAA after November 2 when all applications for reimbursement shall have been received and the sum of requests for reimbursement is known. The amount of reimbursement will be pro-rated based on the availability of funds for this purpose in the Aviation Insurance Revolving Fund. Additional payments may be made from the Revolving Fund as additional amounts become available from the "2001 Emergency Supplemental Appropriations Act for Recovery from and Response to Terrorist Attacks on the United States".

#### *Instructions for Application for Reimbursement*

1. Complete the attached invoice with the following information.

A. Airline Name.

B. FAA Reference Number—R-AI-02—[use your two digit airline code].

C. Taxpayer Identification Number.

D. Company Invoice Number. This is your company's invoice number issued to FAA.

E. (1) Enter the dates for the thirty-day period beginning at 12:01 a.m. on the day following the cancellation of the war risk insurance that was in effect for your company on September 11, 2001, and ending at 12 midnight on the thirtieth day following.

(2) Amount—Enter the pro-rata average daily premium information for the two time periods as requested, calculate the difference and multiply by 30 to reach the total: Round to the nearest whole dollar: \$000,000.

F. Electronic fund transfer information for your bank account for FAA's deposit.

- (1) Bank name
- (2) Bank address
- (3) Bank ABA routing number
- (4) Account Name
- (5) Account Number

G. Fleet Certification—Fill in the correct percent (%) of "American aircraft" in your fleet as defined at 49 USC 44301(1). (See Frequently Asked Questions for definition)

H. Statement of Certification—By signing on line I (below this statement) you are

certifying the invoiced amount is accurate under penalty of 18 USC 1001.

1. Signature of appropriate corporate official.

2. Supply us with the name, phone number, and e-mail address of the appropriate person(s) to contact if we have specific questions about the invoice.

3. Provide a copy of your FAA air carrier certificate.

4. Provide a copy of your insurance company's invoice showing the insurance premium for war risk hull and/or liability that was in effect for comparable operations during the period beginning September 4, 2001, and ending September 10, 2001.

5. Provide a copy of your insurance company's invoice showing the insurance premium increase for war risk after September 11, 2001.

If your company's invoices are not consistent with our request, provide a written statement from your insurer as to the war risk premium(s) prior to September 11, 2001 and premium(s) after September 11, 2001 on a pro-rata daily basis and calculate the difference.

#### *Return of Documents*

Please respond to this letter by e-mail or fax to the Aviation Insurance representative assigned to your company at (202) 267-3324 or (202) 267-5370 or (202) 267-3278. (If you have not yet had a representative assigned to your company, email to [9-awa-apo-aviation-insurance@faa.gov](mailto:9-awa-apo-aviation-insurance@faa.gov), or fax to one of the above numbers.) Follow the electronic response by sending the original invoice to FAA at the address below. (As of this writing, U.S. mail delivery in the Washington, DC area is disrupted, so you may wish to use a private service.)

Federal Aviation Administrator, Attn: [insurance representative's name], Aviation Insurance, APO-3 (Room 939), 800 Independence Ave., SW., Washington, DC 20591

Your request for reimbursement will be reviewed promptly by the Aviation Insurance Program staff. We anticipate that your reimbursement will be issued within four to six weeks of receipt of your e-mail or fax request. Please contact your Aviation Insurance representative with any questions you may have regarding the documentation required or the status of your reimbursement.

Sincerely,

John M. Rodgers,  
*Director of Aviation Policy and Plans.*

#### **Application for Incremental War Risk Insurance Premium Reimbursement.**

To: Aviation Insurance Department, APO-3, Federal Aviation Administration, 800 Independence Avenue, SW, Room 939, Washington, DC 20591

A: Airline Name \_\_\_\_\_

B: FAA Reference Number: R-AI-02 \_\_\_\_\_ (two digit airline code)

C: Taxpayer Identification Number \_\_\_\_\_

D: Company Invoice Number \_\_\_\_\_

E1: Charges for incremental war risk premium reimbursement, covering period \_\_\_\_\_, 2001 through \_\_\_\_\_, 2001 (not to exceed 30 days)

E2:

#### **War Risk Premium Prior to Sept. 11, 2001**

Avg Daily Rate \_\_\_\_\_

Hull \$ \_\_\_\_\_

Liability \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

#### **War Risk Premium After Sept. 11, 2001**

Avg Daily Rate \_\_\_\_\_

Hull \$ \_\_\_\_\_

Liability \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

#### **Difference**

Avg Daily Rate \_\_\_\_\_

Hull \$ \_\_\_\_\_

Liability \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

Total Difference Multiplied by 30 days

Total 30 Day Premium Reimbursement Request \$ \_\_\_\_\_ (Round to nearest whole dollar)

F 1: Bank Name \_\_\_\_\_

F 2: Bank Address \_\_\_\_\_

F 3: Bank ABA routing number \_\_\_\_\_

F 4: Account Name \_\_\_\_\_

F 5: Account Number \_\_\_\_\_

G: I certify that the percentage of "American aircraft" as defined at 49 U.S.C. 44301(1) covered by the insurance for which premium reimbursement is requested is \_\_\_\_\_%

(100% or some lesser number)

H: I certify that the forgoing charges are true and correct and that payment therefore has not yet been received for such charges from the Federal Aviation Administration. The information supplied in this certification subjects the affiant to the provisions of 18 USC 1001.

I: Signed: Name and title of certifying corporate official \_\_\_\_\_

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**BILLING CODE 4910-13-M**

#### **DEPARTMENT OF TRANSPORTATION**

#### **DEPARTMENT OF THE INTERIOR**

#### **Federal Highway Administration**

#### **National Park Service**

#### **Environmental Impact Statement; Loudon, Fairfax, Fauquier, and Prince William Counties, VA**

**AGENCY:** Federal Highway Administration (FHWA), DOT; National Park Service (NPS), DOI.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an

environmental impact statement will be prepared, in cooperation with the National Park Service (NPS), for potential transportation improvements in the vicinity of the Manassas National Battlefield Park to address the Manassas National Battlefield Park Amendments Act of 1988 which require relocation of US Route 29 and VA Route 234 in the vicinity of the Park.

**FOR FURTHER INFORMATION CONTACT:** Jack Van Dop, Environmental Specialist, Federal Highway Administration, 21400 Ridgetop Circle, Sterling, VA 20166, Telephone 703-404-6282 or John Marsh, Project Manager, National Park Service, Denver Service Center, Telephone: (303) 969-2471.

#### **SUPPLEMENTARY INFORMATION:**

##### **Electronic Access**

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's web site at: <http://www.access.gpo.gov/nara>.

##### **Background**

With this notice of intent, the FHWA and the NPS are initiating the National Environmental Policy Act (NEPA) process including the preparation of an environmental impact statement, for the Manassas National Battlefield Bypass to study potential alternatives to relocate US Route 29 and VA Route 234 in, and in the vicinity of, the Manassas National Battlefield Park in Manassas, Virginia. In 1988, the Congress enacted Public Law 100-647, 102 Stat. 3342, 3810. Title X of this Act is cited as the Manassas National Battlefield Park Amendments of 1988. In section 1004, the legislation states that:

[T]he Secretary of the Interior \* \* \* in consultation with the Commonwealth of Virginia, the Federal Highway Administration, and Prince William County, shall conduct a study regarding the relocation of highways (known as Routes 29 and 234) in, and in the vicinity of, the Manassas National Battlefield Park. \* \* \* The study shall include an assessment of available alternatives, together with cost estimates and recommendations regarding preferred options. The study shall specifically consider and develop plans for the closing of those public highways (known as Routes 29 and 234) that transect the park and shall include analysis of the timing and method of such closures and of means to provide alternative routes for traffic now transecting the park. The Secretary shall

provide for extensive public involvement in the preparation of the study.

Recognizing that NEPA requires the consideration of a reasonable range of alternatives that will address the Purpose and Need, the environmental impact statement will include a range of alternatives for detailed study consisting of a no-build alternative as well as other alternatives including transportation system management strategies, mass transit, improvements to existing roadways, and/or new alignment facilities. These alternatives will be developed, screened, and subjected to detailed analysis in the draft environmental impact statement based on their ability to address the Purpose and Need, while attempting to avoid known and sensitive resources.

Letters describing the proposed NEPA study and soliciting input will be sent to the appropriate Federal, State and local agencies who have expressed or are known to have an interest or legal role in this proposal. It is anticipated that a formal scoping meeting will be held as part of the NEPA process to facilitate local, state, and federal agency involvement. Private organizations, citizens, and interest groups will also have an opportunity to provide input into the development of the Environmental Impact Statement and identify issues that should be addressed. A comprehensive public participation program will be developed to involve the public in the project development process. Notices of public meetings or public hearings will be given through various forums providing the time and place of the meeting along with other relevant information. The draft environmental impact statement will be available for public and agency review and comment prior to the public meetings/hearings.

To ensure that the full range of issues related to this proposed action are identified and taken into account, comments and suggestions are invited from all interested parties. Comments and questions concerning this notice of proposed action and when the draft environmental impact statement is made available should be directed to the FHWA at the address provided under the caption **FOR FURTHER INFORMATION CONTACT**.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed action.)

**Authority:** [23 U.S.C. 315; 49 CFR 1.48]

Issued on: October 18, 2001.

**Donald R. Tuggle,**

*Director, Program Administration, Federal Highway Administration, Sterling, Virginia.*

**Terry Carlstrom,**

*Regional Director, National Park Service, National Capital Region, Washington, DC.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Transit Administration**

**[FTA Docket No. F74-2001-109.3]**

#### **Agency Information Collection Activity Under OMB Review**

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on August 15, 2001.

**DATES:** Comments must be submitted before December 3, 2001. A comment to OMB is most effective if OMB receives it within 30 days of publication.

#### **FOR FURTHER INFORMATION CONTACT:**

Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

#### **SUPPLEMENTARY INFORMATION:**

*Title:* Charter Service Operations (OMB Number: 2132-0543).

*Abstract:* 49 U.S.C. section 5323(d) requires all applicants for financial assistance from FTA to enter into a charter bus agreement with the Secretary of Transportation (delegated to the Administrator of FTA in 49 CFR section 1.51(a)). 49 U.S.C. section 5323(d) provides protections for private intercity charter bus operators from unfair competition by FTA recipients. 49 U.S.C. section 5302(a)(7) as interpreted by the Comptroller General permits FTA recipients, but does not state that recipients have a right, to provide charter bus service with FTA-funded facilities and equipment only if it is incidental to the provision of mass transportation service. These statutory requirements have been implemented in FTA's charter regulation, 49 CFR section 604.

49 CFR section 604.7 requires all applicants for financial assistance under