

human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

g. *Disproportionately high and adverse effect on minority and low-income populations* means an adverse effect that:

(1) is predominately borne by a minority population and/or a low-income population, or

(2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

h. *Programs, policies, and/or activities* means all projects, programs, policies, and activities that affect human health or the environment, and which are undertaken or approved by DOT. These include, but are not limited to, permits, licenses, and financial assistance provided by DOT. Interrelated projects within a system may be considered to be a single project, program, policy or activity for purposes of this Order.

i. *Regulations and guidance* means regulations, programs, policies, guidance, and procedures promulgated, issued, or approved by DOT.

* These definitions are intended to be consistent with the draft definitions for E.O. 12898 that have been issued by the Council on Environmental Quality and the Environmental Protection Agency. To the extent that these definitions vary from the CEQ and EPA draft definitions, they reflect further refinements deemed necessary to tailor the definitions to fit within the context of the DOT program.

Federico F. Peña,

Secretary of Transportation.

[FR Doc. 97-9684 Filed 4-14-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc.; Special Committee 169, Aeronautical Data Link Applications

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-169 meeting to be held April 28-May 1, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will include: April 28-29 Working Group (WG)-2, Required Communications Performance; April 30-May 1, Plenary Session: (1) Plenary Administration: Chairman's Introductory Remarks; Review and Approval and Meeting Agenda; Review and Approval of Minutes from the Previous Meeting; Review of Outstanding Action Items; (2) Working Group Progress: WG-1, Air Traffic Services Data Link Communications; WG-2, Required Communications Performance; WG-3, Flight Information Services Communications; WG-4, Coordination of Communications Capability Implementation; WG-5, Ground/Ground Traffic Flow Management Applications; WG-6, Human Factors Guidelines; (3) Plenary Business: Final Review/Approval of *Minimum Aviation System Performance Standard (MASPS) for Air Traffic Management (ATM)—Aeronautical Operational Control (AOC) Ground-Ground Information Exchange*, RTCA Paper No. 440-96/SC169-273; Review and SARP Compliant Documents; Discussion of Future of SC-169 Work Efforts; (4) Other Business; (5) Date and Place of Next Meeting.

Attendants 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, N.W., 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 April 8, 1997.

Janice L. Peters,

Designated Official.

[FR Doc. 97-9639 Filed 4-14-97; 8:45 am]

BILLING CODE 4810-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Advisory Committee—Open Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee Open Meeting.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Wednesday, May 14, 1997, from 8:00 a.m. to 1:15 p.m. in Room 9230 of the Department of Transportation's Headquarters building at 400 Seventh Street, SW., in Washington, DC. This will be the twenty-fifth meeting of the COMSTAC.

The agenda for the meeting will include reports from the respective COMSTAC Working Groups; a legislative update on Congressional activities involving commercial space transportation; an activities report from FAA's Acting Associate Administrator for Commercial Space Transportation (formerly the Office of Commercial Space Transportation [60 FR 62762, December 7, 1995]); and other related topics.

The meeting is open to the public; however, space may be limited.

FOR FURTHER INFORMATION CONTACT: Brenda Parker, (AST-200), Office of the Associate Administrator for Commercial Space Transportation, 400 7th Street SW., Room 5415, Washington, DC 20590, telephone (202) 366-2932.

Dated: April 8, 1997.

Patricia G. Smith,

Acting Associate Administrator for Commercial Space Transportation.

[FR Doc. 97-9640 Filed 4-14-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In March 1997, there were six applications approved. Additionally, six approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC applications approved

Public Agency: City of Morgantown, West Virginia.

Application Number: 97-04-U-00-MGW.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total PFC Revenue To Be Used in This Decision: \$50,850.

Charge Effective Date: December 1, 1994.

Estimated Charge Expiration Date: May 1, 2001.

Class of Air Carriers Not Required To Collect PFC's: No change from previous approval.

Brief Description of Project Approved for Use: Rehabilitation of taxiway A.

Decision Date: March 3, 1997.

FOR FURTHER INFORMATION CONTACT:

Elonza Turner, Beckley Airports Field Office, (304) 252-6216.

Public Agency: Southeast Iowa Regional Airport Authority, Burlington, Iowa.

Application Number: 96-01-C-00-BRL.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$460,000.

Estimated Charge Effective Date: July 1, 1997.

Estimated Charge Expiration Date: April 1, 2003.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use: Security fence, Lighting, signage, and reflectors, Aircraft rescue and firefighting (ARFF) vehicle, Airport master plan update, Land acquisition (Tract 601), Land acquisition (Tract 602), Land acquisition (Tract 603), Runway 18/36 high intensity runway lights and airfield signage, Emergency generator, Runway 12/30 rehabilitation and narrowing (Phase I), Runway 12/30 edge drains feasibility study, Snow removal equipment, Joint-use ARFF station design, Design rehabilitation of taxiway and service road, New terminal feasibility study, Rehabilitate taxiway and road (construction), Runway 12/30 rehabilitation and narrowing (Phase II), Joint-use ARFF station (construction).

Brief Description of Withdrawn

Project: Runway 18/36 rehabilitation design.

Determination: This project was withdrawn by the public agency in its supplemental application dated November 1, 1996. Therefore, the FAA will not rule on this project in this decision.

Decision Date: March 4, 1997.

FOR FURTHER INFORMATION CONTACT:

Lorna Sandridge, Central Region Airports Division, (816) 426-4730.

Public Agency: Springfield Airport Authority, Springfield, Illinois.

Application Number: 97-08-C-00-SPI.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$3,889,393.

Estimated Charge Effective Date: February 1, 2006.

Estimated Charge Expiration Date: May 1, 2007.

Class of Air Carriers Not Required To Collect PFC's: On-demand air taxis.

Determination: Approved. Based on information contained in 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 Capital Airport.

Brief Description of Projects Approved for Authority To Use PFC Revenue:

Land acquisition-noise (parcels 9-4-EE, 9-4-FF, 9-4-HH, 9-4-II, 9-4-JJ, and 17-3-A), Land acquisition (parcels 9-4-J, 9-4-PP, and 9-4-P), Land acquisition (parcels 16-4-A, 16-4-B1, 16-4-B2, and 16-4-C), Land acquisition (parcels 16-2-B and 16-4-E), Rehabilitate runways 4/22 and 18/36, Rehabilitate runway 13/31, Widen taxiway A, Exhibit A, update master plan, Snow equipment (blower and snowplow), Terminal building expansion, Disabled passenger lift.

Brief Description of Project Approved for Collection and Use: Snow removal equipment (sweeper).

Decision Date: March 11, 1997.

FOR FURTHER INFORMATION CONTACT:

Philip M. Smithmeyer, Chicago Airports District Office, (847) 294-7435.

Public Agency: New Orleans Airport Board, New Orleans, Louisiana.

Application Number: 96-03-C-00-MSY.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$11,963,536.

Estimated Charge Effective Date: December 1, 2008.

Estimated Charge Expiration Date: August 1, 2009.

Class of Air Carriers Not Required To Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information contained in 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 New Orleans International Airport.

Brief Description of Projects Approved for Use: ARFF perimeter road, stage II, ARFF perimeter road, stage III, East air cargo apron, stage II.

Brief Description of Project Approved for Collection: Terminal improvements.

Brief Description of Withdrawn Project: East/west taxiway land acquisition.

Determination: This project was withdrawn by the public agency in its letter dated January 31, 1997. Therefore, the FAA will not rule on this project in this decision. In addition, the project no longer meets the requirements of § 158.33(c)(1) and has automatically expired.

Decision Date: March 24, 1997.

FOR FURTHER INFORMATION CONTACT: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.

Public Agency: Horry County Department of Airports, Myrtle Beach, South Carolina.

Application Number: 97-02-C-00-MYR.

Application Type: Impose and use a PFC.

PFC LEVEL: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$14,121,635.

Estimated Charge Effective Date: July 1, 2005.

Estimated Charge Expiration Date: July 1, 2010.

Class of Air Carriers Not Required To Collect PFC's: Nonscheduled air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information submitted in 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 Myrtle Beach International Airport.

Brief Description of Project Approved for Collection and Use: Terminal A baggage claim expansion.

Brief Description of Project Partially Approved for Collection and Use: Preparation of PFC application.

Determination: Partially and conditionally approved. Documents submitted to the FAA in support of this project were insufficient to establish that project elements contained in the contract between the public agency and

its consultant were necessary for the preparation of a PFC application. The approved amount was limited to the amount invoiced by the public agency's consultant for preparation of the PFC application.

Decision Date: March 24, 1997.

FOR FURTHER INFORMATION CONTACT: D. Cameron Bryan, Atlanta Airports District Office, (404) 305-7144.

Public Agency: Spokane Airport Board, Spokane, Washington.

Application Number: 97-03-C-00-GEG.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$17,606,000.

Estimated Charge Effective Date: May 1, 2000.

Estimated Charge Expiration Date: June 1, 2005.

Class of Air Carriers Not Required To Collect PFC'S: None.

Brief Description of Projects Approved for Collection and Use: Master plan update, Airport terminal signage, Fire

life safety system, Taxiways D and H, Taxiway J relocation, Multiple use apron rehabilitation (identified as apron G), Multiple use apron construction, Regional terminal concourse expansion and associated apron, Terminal ticketing/baggage expansion.

Decision Date: March 24, 1997.

FOR FURTHER INFORMATION CONTACT: Mary Vargas, Seattle Airports District Office, (206) 227-2660.

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 |
|--|-------------------------|-----------------------------------|----------------------------------|-------------------------------------|------------------------------------|
| 92-01-C-03-BNA, Nashville, Tennessee | 07/01/96 | \$75,480,900 | \$87,729,800 | 10/01/99 | 01/01/02 |
| 92-01-C-03-CLE, Cleveland, Ohio | 03/25/96 | 38,343,640 | 37,343,640 | 02/01/97 | 02/01/97 |
| 93-01-C-01-MOT, Minot, North Dakota | 06/19/96 | 1,569,483 | 646,047 | 11/01/98 | 04/01/97 |
| 95-03-C-01-CLE, Cleveland, Ohio | 08/27/96 | 19,475,642 | 21,500,642 | 02/01/97 | 08/01/97 |
| 92-01-C-02-MHT, Manchester, New Hampshire | 12/18/96 | 5,702,523, | 5,679,523 | 09/01/97 | 09/01/97 |
| 93-01-C-03-RHI, Rhineland, Wisconsin | 01/21/97 | 188,951 | 183,301 | 10/01/00 | 10/01/00 |

Issued in Washington, D.C. on April 10, 1997.

Kendall Ball,

Acting Manager, Passenger Facility Charge Branch.

[FR Doc. 97-9638 Filed 4-14-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: City of Ogden, Weber County, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in the City of Ogden, Weber County, Utah.

FOR FURTHER INFORMATION CONTACT: Thomas Allen, Project Development Engineer, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone: (801) 963-0182; or Rod Terry, Preconstruction Engineer, Utah Department of Transportation, Region 1,

P.O. Box 12580, Ogden, Utah 84412, Telephone (801) 399-5921 ext. 305.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Utah Department of Transportation, will prepare an environmental impact statement on a proposal to reconstruct approximately 2 miles of State Road (SR) 79 from the existing Interstate 15 interchange to Harrison Boulevard (SR-203), and to widen approximately 1.5 miles on Wall Avenue (SR-204) from approximately 22nd Street to 34th Street in the urban portion of Ogden, Utah. The proposed reconstruction of SR-79 would provide the necessary east-west arterial roadway capacity to meet urban infrastructure needs, and to meet existing and future transportation demand. The widening of SR-204 would provide a uniform roadway width for the north-south arterial roadway and an appropriate roadway capacity for the gateway entrance to the Central Business District of the City of Ogden.

The reconstruction of SR-79 is included in the current Long-Range Plan and the Transportation Improvement Plan for the Ogden Urbanized Area. The City of Ogden has stated the need for infrastructure improvements to facilitate access to the Central Business District.

The proposed action would eliminate the current one-way couplet structure of SR-79 through the City of Ogden and replace it with a single arterial roadway of sufficient capacity to accommodate predicted traffic demand through the year 2020. The widening of SR-204 would provide continuity with the existing width on SR-204 both north and south of the proposed project, and would improve capacity of key instructions. It would also provide a proper shoulder and new curb and gutter along the roadway improving safety, maintenance, drainage, and access control.

Alternatives under consideration include: (1) Taking no action, (2) using transportation system management strategies that would provide for transportation efficiency within the existing transportation network, and (3) constructing a new arterial roadway on one or the several alignments for SR-79. Such a new arterial would widen existing roadways to the maximum extent possible, but would also require new right-of-way segments of the alignments. Design variations of grade