

- Review of Handbook Bulletin 97XX procedures for requesting nonstandard paragraphs

- Status of Special Airport Advisory Circular

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by April 21, 1998 to present oral statements at the meeting. The public may present written statements by providing copies at the meeting. Arrangements may be made by present statements by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on March 19, 1998.

**Quentin J. Smith, Jr.,**

*Manager, Air Transportation Division.*

[FR Doc. 98-8743 Filed 4-2-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA, Inc.; Government/Industry Free Flight Steering Committee

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 an RTCA Government/Industry Free Flight Steering Committee meeting to be held April 16, 1998, starting at 1:00 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, in Conference Room 9ABC (9th floor).

The agenda will include: (1) Welcome and Opening Remarks; (2) Review Summary of the Previous Meeting; (3) Review and Approval of the Government/Industry Free Flight Steering Committee Revised Charter; (4) Report and Recommendations from Free Flight Select Committee on NAS Modernization; (5) Other Business; (6) Date and Location of Next Meeting; (7) Closing Remarks.

Attendance is open to the interested public but limited to space availability. With the approval of the co-chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA, Inc., at (202) 833-9339 (phone), (202) 833-9434 (facsimile), or email (dclarke@rtca.org). Members of the public may present a written statement at any time.

Issued in Washington, DC, on March 27, 1998.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 98-8739 Filed 4-2-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at McGhee-Tyson Airport, Knoxville, TN

**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 McGhee-Tyson Airport, Knoxville, Tennessee under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before May 4, 1998.

**ADDRESSES:** Comment on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, TN 38116-3841.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Terence B. Igoe, President of the Metropolitan Knoxville Airport Authority at the following address: McGhee-Tyson Airport, P.O. Box 15600, Knoxville, Tennessee 37901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Metropolitan Knoxville Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jerry O. Bowers, Airport Area Representative, Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, Tennessee 38116-3841. The application may be reviewed in person at this location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to: impose and use the revenue from a PFC at McGhee-Tyson Airport under provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget

Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On March 26, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by Metropolitan Knoxville Airport Authority 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 27, 1998.

The following is a brief overview of the application.

*PFC application number:* 98-06-C-00-TYS.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* May 1, 1999.

*Proposed charge expiration date:* June 30, 2021.

*Total estimate PFC revenue:* \$57,921,122.

*Brief description of proposed project(s):* Terminal expansion and renovation.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Nonscheduled, whole-plane-charter operations by Air Taxi/Commercial Operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Metropolitan Knoxville Airport Authority.

Issued in Memphis, Tennessee on March 26, 1998.

**LaVerne F. Reid,**

*Manager, Memphis Airports District Office.*

[FR Doc. 98-8742 Filed 4-2-98; 8:45 am]

BILLING CODE 4910-13-M

## 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 February 1998, there were seven applications approved. Additionally, two 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 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). This notice is published pursuant to paragraph d of section 158.29.

#### **PFC Applications Approved**

*Public Agency:* City of St. George, Utah.

*Application Number:* 98-01-C-00-SGU.

*Application Type:* Impose and use a PFC.

*PFC Level:* \$3.00.

*Total PFC Revenue Approved in This Decision:* \$538,575.

*Earliest Permissible Charge Effective Date:* May 1, 1998.

*Estimated Charge Expiration Date:* September 1, 2002.

*Class Of Air Carriers Not Required to Collect PFC's:* Unscheduled Part 135 air taxi operators.

*Determination:* Approved. Based on information 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 St. George Municipal Airport.

*Brief Description of Projects Approved For Collection and Use:* Terminal ramp lighting. Handicap facilities. Terminal ramp, midfield apron, and taxiway pavement rehabilitation.

*Brief Description of Projects Approved For Collection:* Runway rehabilitation. Terminal parking expansion.

*Decision Date:* February 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

*Public Agency:* Massachusetts Port Authority, Boston, Massachusetts.

*Application Number:* 97-03-U-00-BOS.

*Application Type:* Use PFC revenue.

*PFC Level:* \$3.00.

*Total PFC Revenue to Be Used in This Decision:* \$434,106,000.

*Charge Effective Date:* November 1, 1993.

*Estimated Charge Expiration Date:* October 1, 2017.

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

*Brief Description of Project Partially Approved For Use:* International gateway (previously new Federal Inspection Services facility).

*Determination:* Approved in part. Portions of the proposed parking lot replacement element of this project are not eligible under the Airport

Improvement Program and, accordingly, are not PFC eligible.

*Decision Date:* February 5, 1998.

**FOR FURTHER INFORMATION CONTACT:** Priscilla Scott, New England Regional Airports Division, (617) 238-7614.

*Public Agency:* Port Authority of New York and New Jersey, New York, New York.

*Application Numbers:* 97-04-C-00-EWR, 97-04-C-00-JFK, and 97-04-C-00-LGA.

*Application Type:* Impose and use a PFC.

*PFC Level:* \$3.00.

*Total PFC Revenue Approved in This Decision:* \$823,000,000.

*Earliest Permissible Charge Effective Date:* January 1, 2001.

*Estimated Charge Expiration Date:* January 1, 2009.

*Class of Air Carriers Not Required to Collect PFC's at Each Airport:* Air taxis, except commuter air carriers.

*Determination:* Approved. Based on the information submitted in the public agency's applications, the FAA has determined the proposed class accounts for less than 1 percent of the total annual enplanements at Newark International Airport (EWR), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA).

*Brief Description of Project Partially Approved For Use:* Howard Beach Light Rail System (LRS) component.

*Determination:* Partially approved for use of PFC revenue. The operations, maintenance, and storage facility is generally ineligible under paragraphs 301(a)(3) and 501, as well as item 11 of Appendix 2 of FAA Order 5100.38A, AIP Handbook (October 24, 1989), with the exception of the equipment needed to provide operational control of the "opening day" system. Therefore, the use of PFC revenue for the following elements of the maintenance facility, at a minimum, is not eligible spare parts or spare equipment; any equipment required to perform any maintenance, whether that maintenance be on rail cars, structural elements, operations systems, or other components; administrative offices; any build-up of operational equipment in order to accommodate future expansion of the system; and the track necessary to access this facility (assuming that the system is built so that only unoccupied trains bound for maintenance enter this facility). Also, any equipment needed for fare collections, whether for LRS fares or for the connecting system (New York City transit (NYCT) subway), are not eligible for use of PFC revenues. In addition, the FAA is aware that the public agency may, in the future, be

interested in use of the LRS by NYCT subway cars transiting from the NYCT system to the LRS. Since this potential use is speculative at this time, and has not been evaluated from technical and environmental standpoints, the component cost of over-design to accommodate this potential use is not eligible for PFC funding. Items to be examined include, but are not limited to: Station length; structural strength; additional controls or control system components needed to accommodate both "on airport" and "off airport" users; and any connecting track at Howard Beach to permit cars to move from the NYCT subway to the LRS.

*Brief Description of Projects Partially Approved for Collection at EWR, JFK, and LGA And Use at JFK:* Central terminal area LRS component.

*Determination:* Partially approved for collection and use of PFC revenue. The FAA is aware that the public agency may, in the future, be interested in use of the LRS by Long Island Rail Road (LIRR) trains and/or NYCT subway cars transiting from their respective systems to the LRS. Since this potential use is speculative and this time, and has not been evaluated from technical and environmental standpoints, the component cost of over-design to accommodate this potential use is not eligible for PFC funding. Items to be examined include, but are not limited to: Station length; structural strength; and additional controls or control system components needed to accommodate both "on airport" and "off airport" users. Jamaica-JFK LRS component.

*Determination:* Partially approved for collection and use of PFC revenue. Any equipment needed for fare collections, whether for LRS fares or for the connecting systems (LIRR or NYCT subway), are not eligible for collection or use of PFC revenues. In addition, the FAA is aware that the public agency may, in the future, be interested in use of the LRS by LIRR trains and/or NYCT subway cars transiting from their respective systems to the LRS. Since this potential use is speculative at this time, and has not been evaluated from technical and environmental standpoints, the component cost of over-design to accommodate this potential use is not eligible for PFC funding. Items to be examined include, but are not limited to: Station length; structural strength; additional controls or control system components needed to accommodate both "on airport" and "off airport" users; and any connecting track at Jamaica Station to permit cars to move from the LIRR or NYCT subway to the LRS.

*Decision Date:* February 9, 1998.  
**FOR FURTHER INFORMATION CONTACT:**  
 Philip Brito, New York Airports District Office, (516) 227-3800.  
*Public Agency:* City of Philadelphia, Pennsylvania.  
*Application Number:* 98-06-C-00-PHL.  
*Application Type:* Impose and use a PFC.  
*PFC Level:* \$3.00.  
*Total PFC Revenue Approved in This Decision:* \$26,150,000.  
*Earliest Permissible Charge Effective Date:* April 1, 1998.  
*Estimated Charged Expiration Date:* January 1, 1999.  
*Class of Air Carriers not Required to Collect PFC'S:* Air taxi/commercial operators.  
*Determination:* Approved. Based on the 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 Philadelphia International Airport.  
*Brief Description of Projects Approved for Collection and Use:* Security controlled access-phase III. Rehabilitation of aircraft parking apron on east side of terminal E. Airport high speed line platforms. Taxiway edge lights. Taxiway J reconstruction. Purchase of passenger transfer vehicle.  
*Brief Description of Projects Partially Approved for Collection And Use:* Airport roadway system modifications.  
*Determination:* Partially approved. The sections of the roadway whose sole purpose is to serve industrial or non-aviation related areas or facilities or to connect to parking facilities are not eligible in accordance with paragraph 553 (c)(2) and (3) of FAA Order 5100.38A AIP Handbook (October 24, 1989); therefore they are not PFC eligible. Terminal A international passenger capacity enhancements.  
*Determination:* Partially approved. The cost associated with the construction of the new administrative offices is not eligible under the PFC program in accordance with paragraph

551 (d) (3) (a) of FAA Order 5100.38A, AIP Handbook (October 24, 1989).  
*Decision Date:* February 12, 1998.  
**FOR FURTHER INFORMATION CONTACT:**  
 Oscar Sanchez, Harrisburg Airports District Office, (717) 782-4548.  
*Public Agency:* City of Spencer, Iowa.  
*Application Number:* 98-02-I00-SPW.  
*Application Type:* Impose a PFC.  
*PFC Level:* \$3.00  
*Total PFC Revenue Approved in This Decision:* \$128,500.  
*Earliest Permissible Charge Effective Date:* January 1, 2003.  
*Estimated Charge Expiration Date:* September 1, 2011.  
*Class of Air Carriers not Required to Collect PFC'S:* None.  
*Brief Description of Project Approved for Collection:* Snow removal equipment and building.  
*Decision Date:* February 13, 1998.  
**FOR FURTHER INFORMATION CONTACT:**  
 Lorna K. Sandridge, Central Region Airports Division, (816) 426-4730.  
*Public Agency:* Akron-Canton Regional Airport Authority Board, Akron, Ohio.  
*Application Number:* 98-03-C-00-CAK.  
*Application Type:* Impose and use a PFC.  
*PFC Level:* \$3.00.  
*Total PFC Revenue Approved in This Decision:* \$2,481,900.  
*Earliest Permissible charge Effective Date:* October 1, 1999.  
*Estimated Charge Expiration Date:* February 1, 2003.  
*Class of Air Carriers Not Required to Collect PFC'S:* Air taxi/commercial operators.  
*Determination:* Approved. Based on the 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 Akron-Canton Regional Airport.  
*Brief Description of Projects Approved for Collection and Use:* Wheel loader with snow blade. Taxiway/access road overlay—taxiway portion. Taxiway/

access road overlay—access road portion. Seal coat aircraft parking aprons. Storm water drainage improvement. Runway 1-19 and taxiways A and B rehabilitation.  
*Decision Date:* February 19, 1998.  
**FOR FURTHER INFORMATION CONTACT:**  
 Lawrence C. King, Detroit Airports District Office, (313) 487-7293.  
*Public Agency:* Jackson County, Medford, Oregon.  
*Application Number:* Jackson Country, Medford, Oregon.  
*Application Number:* 98-04-C-00-MFR.  
*Application Type:* Impose and use a PFC.  
*PFC Level:* \$3.00.  
*Total PFC Revenue Approved in this Decision:* \$1,540,000.  
*Earliest Permissible Charge Effective Date:* January 1, 2000.  
*Estimated Charge Expiration Date:* January 1, 2003.  
*Class of Air Carriers Not Required to Collect PFC'S:* Operations by air taxi/commercial operators when explaining revenue passengers in limited, irregular, special service air taxi/commercial operations such as air ambulance services, student instruction, non-stop sightseeing flights that begin and end at the airport and are conducted within a 25-mile radius of the airport, and other similar limited, irregular, special service operations by such air taxi/commercial operators.  
*Determination:* Approved. Based on information 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 Rogue Valley International—Medford Airport.  
*Brief Description of Projects Approved for Collection and Use:* Security fencing. Master plan update/terminal area study. General aviation parking apron. Jet blast fence.  
*Decision date:* February 25, 1998.  
**FOR FURTHER INFORMATION CONTACT:**  
 Mary E. Vargas, Seattle Airports District Office, (425) 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
96-02-C-01-DFW, Dallas/Fort Worth, Texas .....	12/23/97	\$96,830,051	\$109,936,120	09/01/01	10/01/98
96-02-C-01-LSE, LaCrosse, WI. ....	02/04/98	605,000	84,367	10/01/99	11/01/99

Issued in Washington, DC on March 30, 1998.

**Eric Gabler,**

*Manager, Passenger Facility Charge Branch.*

[FR Doc. 98-8836 Filed 4-2-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To rule on Application (#98-03-C-00-HDN) to Impose a Passenger Facility Charge (PFC) and Use the Revenue From a PFC at Yampa Valley Regional Airport, Submitted by Routt County, Hayden, CO

**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 Yampa Valley Regional Airport 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, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John C. Ferguson, A.A.E., Aviation Director, at the following address: Routt County, P.O. Box "N", Hayden, Colorado 81639.

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

**FOR FURTHER INFORMATION CONTACT:** Mr. Christopher Schaffer, (303) 342-1258; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6316. 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 (#98-03-C-00-HDN) to impose and use PFC revenue at Yampa Valley Regional Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On March 25, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by Routt County, Yampa Valley Regional Airport, Hayden, Colorado, was substantially complete within the requirements of section 185.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 23, 1998.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* July 1, 1998.

*Proposed charge expiration date:* November 1, 2002.

*Total requested for use approval:* \$1,130,176.00.

*Brief description of proposed project:* Aircraft rescue firefighting/snow removal equipment building; Perimeter fencing; Terminal area master plan study; Terminal holdroom expansion; Commercial apron overlay and expansion; Snow removal equipment.

*Class or classes of air carriers which the public agency has requested not be required to collect PFC's:* None.

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: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, 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 Yampa Valley Regional Airport.

Issued in Renton, Washington on March 25, 1998.

**David A. Field,**

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

[FR Doc. 98-8736 Filed 4-2-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: City of Baton Rouge and Unincorporated Parts of East Baton Rouge Parish, LA

**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 East Baton Rouge Parish, Louisiana.

**FOR FURTHER INFORMATION CONTACT:** William C. Farr, Program Operations Manager, P.O. Box 3929, Baton Rouge, LA 70801, Telephone: (504) 389-0465.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Louisiana Department of Transportation and Development and the Capital Region Planning Commission will prepare an environmental impact statement (EIS) on a proposal to improve Interstate 10 through Baton Rouge, Louisiana. The proposed project includes the construction of an additional lane in the east and west bound directions in order to provide an eight-lane freeway facility, interchange improvements to address safety and capacity problems, as well as frontage road additions and extensions. It will also include congestion management measures consisting of ramp metering, incident management, park and ride lots, transit improvements and demand management strategies.

The project begins at the eastern end of the Mississippi River Bridge and extends eastward along Interstates 10 and 12 to points immediately east of the interchanges with Essen Lane. The proposed construction is approximately 11.2 kilometers (7 miles) long from the western terminus to the eastern terminus of Interstate 10 and 9.7 kilometers (6 miles) from Interstate 110 to Interstate 12. Interstate 10 in Baton Rouge is the city's major east-west artery connecting government offices, port activities, industrial complexes, Louisiana State University, major hospitals and the regional airport with residential areas and shopping facilities. The route is heavily congested during peak travel times and experiences frequent lane blocking accidents. These conditions result in almost daily delays, which impede commuting, cross country freight movements, emergency vehicle responses and provide hazards to the transportation of the region's petro-chemical products.

The project has been the subject of a Major Investment Study (MIS) that examined all reasonable alternatives including improvements to alternate facilities, transit, high occupancy vehicles (HOV), lanes, a bypass, an elevated freeway, congestion management measures and improvements within the I-10 corridor, as well as the "do nothing" alternative.

Public involvement activities including neighborhood meetings, steering committee activities, newsletters and a public hearing will be