

Noise abatement measure	Description	NCP pages
3. Touch and Go Procedures on Runway 7R-25L.	(a) It is recommended that the existing ATC procedure that restricts Touch-and-Go operations to exclude local pattern operations conducted between 10:00 p.m. and 7:00 a.m. to be continued to reduce the number of persons subjected to late night and early morning overflights. This measure was implemented by the FAA ATC in 1989 in response to nearby residents. In addition, the following measures should be implemented: (b) A pattern altitude of 1,000' should be used for all aircraft to benefit residential area. (c) Downwind legs should be flown at pattern altitude and descents should not be initiated until the turn to the base leg to benefit residential areas. (d) Aircraft should remain over or north of Beville Road during the downwind leg until construction of the new runway to benefit residential areas. (e) A 45-degree angle entry into the traffic pattern at the mid-point of the downwind should be avoided since it requires an overflight of the residential area at pattern altitude. Instead, entry to downwind should be made either to the east of the Pelican Bay area or to the west of it (near the I-95 interchange). (f) The Airport should coordinate these recommendations with the Chief Flight Instructor at each of the airport's flight schools to increase chances of a successful implementation. FAA Action: Approved as voluntary.	pgs. 8-1, 9-3 and 9-4; and Table 9-1.
4. NBAA Noise Abatement Procedures	The Airport should encourage the use of standard National Business Aircraft Association (NBAA) Noise Abatement Procedures for turbojet and turbo-prop business and private aircraft to minimize noise impacts to residents. FAA Action: Approved as voluntary.	pgs. 8-1 and 9-4; and Table 9-1.

#### Land Use Measures

1. Purchase of Property .....	Consideration should be given to the acquisition of the Misty Springs Apartments (128 residential units) to prevent land use incompatible with airport noise resulting from the relocation of Runway 7R-25L. FAA Action: Approved.	pgs. 8-2, 8-3 and 9-4; and Tables 8-1 and 9-1.
2. Comprehensive Plan Revision .....	A revision of the City of Daytona Beach Comprehensive Plan is recommended to reflect properties acquired and to be acquired for the Daytona Beach International Airport. Rezoning would preclude future residential redevelopment of this land within the 65 Ldn noise contour. FAA Action: Approved.	pgs. 8-3, 8-5 and 9-5; and Tables 8-1 and 9-1.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on September 28, 1998. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of Volusia County, Florida.

Issued in Orlando, Florida on September 29, 1998.

**Charles E. Blair,**

*Manager, Orlando Airports District Office.*

[FR Doc. 98-27255 Filed 10-8-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on PFC Application 98-01-C-00-MWH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Grant County International Airport, Submitted by the Port of Moses Lake, Moses Lake, WA

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 Grant County International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before November 9, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: 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. David M. Bailey, Executive Manager, at the following address: Port of Moses Lake, 7810 Andrews Street NE., Moses Lake, WA 98837-3204.

Air carriers and foreign air carriers may submit copies of written comments previously provided to Grant County International Airport under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Mary Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250; Renton, WA 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 98-01-C-00-MWH to impose and use the revenue from a PFC at Grant County International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 1, 1998 the FAA determined that the application to impose and use revenue from a PFC submitted by the Port of Moses Lake, Moses Lake, Washington, 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 January 1, 1999.

The following is a brief overview of the application.

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

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

*Proposed charge expiration date:*  
April 1, 1999.

*Total estimated net PFC revenue:*  
\$470,000.

*Brief description of proposed project(s):* New airport terminal building.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 Air Carrier/Commercial Operators who conduct operations in air commerce carrying persons for compensation or hire in aircraft with a seating capacity of 10 passengers or less. Part 135 Air Carrier/Commercial Operators who conduct operations in air commerce for the purpose of emergency and medical airlift, air ambulance and "Lifeguard" flights.

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 SW, 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 Grant County International Airport.

Issued in Renton, Washington on October 1, 1998.

**David A. Field,**

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

[FR Doc. 98-27250 Filed 10-8-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. FHWA 98-4262]

#### Transportation Equity Act for the 21st Century; Implementation Procedures for the Approval and Administration of Projects To Reduce the Evasion of Motor Fuel and Other Highway Use Taxes

**AGENCY:** Federal Highway Administration (FHWA), DOT.

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

**SUMMARY:** Over the years, funds have been authorized by the Congress for use by the States and the Internal Revenue Service (IRS) to reduce the evasion of motor fuel and highway use taxes. This document sets forth revised procedures, pursuant to sections 1101 and 1114 of the Transportation Equity Act for the

21st Century (TEA-21) (Pub. L. 105-178, 112 Stat. 107), for allocating these funds to the States and the IRS and provides implementation guidance for the approval and administration of such projects under 23 U.S.C. 143. The FHWA seeks public comment from all interested parties regarding the revised funding allocation and administrative procedures described in this notice. The procedures described in this notice may be modified based on the comments received.

**DATES:** Comments must be received on or before November 23, 1998.

**ADDRESSES:** Your signed, written comments must refer to the docket number appearing at the top of this document and you must submit the comments to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:** Mr. Stephen J. Baluch, Office of Policy Development, 202-366-0570; or Mr. Wilbert Baccus, Office of the Chief Counsel, 202-366-0780; Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

Internet users can access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL):<http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

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

##### Background

Sections 1101 and 1114 of the TEA-21 authorize funding for highway use tax evasion projects under 23 U.S.C. 143. This notice sets forth certain procedures for allocating those funds to the States

and provides guidance for the approval and administration of projects to reduce the evasion of motor fuel and other highway use taxes. Funding authorized for highway use tax evasion projects includes \$10 million for fiscal year (FY) 1998 and \$5 million per year for FY 1999 through 2003, and up to one-fourth of 1 percent of funds apportioned to the States for the Surface Transportation Program (STP) for "initiatives to halt the evasion of payment of motor fuel taxes" (23 U.S.C. 143(b)(8)).

In accordance with 23 U.S.C. 143(c), the major part of the funding authorized in section 1101(a)(14) of TEA-21 for highway use tax evasion projects will be provided to the IRS for the development and maintenance of an automated fuel reporting system. The Federal Highway Administrator, as delegated by the Secretary of Transportation (Secretary), and the Commissioner of the IRS have approved a Memorandum of Understanding (MOU) for the purposes of implementing this system. A copy of the MOU is provided as an attachment to this notice. The MOU establishes the funding to be provided to the IRS. As long as the IRS has met the funding needs to establish and operate the automated fuel reporting system, pursuant to the Secretary's authority under 23 U.S.C. 143(b)(2), the IRS may use a portion of the funds for continuation of the IRS examination and criminal investigation activities of the Joint Federal/State Motor Fuel Tax Compliance Project (or Joint Compliance Project), previously funded under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Public Law 102-240, 105 Stat. 1914, or for any other activity specified in 23 U.S.C. 143(b).

All funds not provided to the IRS will be allocated to the States for efforts to reduce the evasion of highway use taxes, including continued participation in regional motor fuel tax enforcement task forces. Nine such task forces have been organized since 1991 covering all States, under the coordination and leadership of the IRS district offices and State revenue agencies in the nine lead States (California, Florida, Indiana, Massachusetts, North Carolina, Nebraska, New Jersey, Oregon, and Texas).

The FHWA intends to distribute the available funds so as to provide, if possible, at least half of the annual funding allocation that was provided under the ISTEA, that is, \$50,000 for lead States and \$25,000 for all other States and the District of Columbia. In each fiscal year, allocations would be made only to States that have expended and billed the FHWA for all but 1 year's