

require preparation of an EIS to comply with the provisions of the National Environmental Policy Act of 1969.

Issued in Hawthorne, California on Friday, July 20, 2001.

Herman C. Bliss,

Manager, Airports Division, Western Pacific Region, AWP-600.

[FR Doc. 01-19370 Filed 8-2-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (01-03-C-00-GCC) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at the Gillette-Campbell County Airport, Submitted by the County of Campbell and the City of Gillette, WY

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 the Gillette-Campbell County 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 September 4, 2001.

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

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jay Lundell, Airport Manager, at the following address: 2000 Airport Road, Suite 108, Gillette, Wyoming 82716.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the Gillette-Campbell County Airport, under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher J. Schaffer, (303) 342-1258, 26805 East 68th Avenue, Suite 224, Denver, Colorado 80249. 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 (01-03-C-00-GCC) to impose and use PFC revenue at the Gillette-Campbell County

Airport, under the provision of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On July 26, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Campbell and the City of Gillette, Wyoming, 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 October 27, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: December 1, 2001.

Proposed charge expiration date: May 15, 2005.

Total requested for impose and use approval: \$223,944.

Brief description of proposed project: Design project (Rehabilitate runway 16/34 shoulders, groove runway 3/21, relocate taxiway "C", extend taxiway "C"), Rehabilitate runway 16/34 shoulders and construct blast pads, Groove runway 3/21, Relocate taxiway "C", Extend taxiway "C" to runway 21 threshold, Construct new electrical vault and replace standby generator, Construct combined aircraft rescue and fire fighting/snow removal equipment building.

Class or classes of air carriers that 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 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 Gillette-Campbell County Airport.

Issued in Renton, Washington on July 26, 2001.

David A. Field,

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

[FR Doc. 01-19371 Filed 8-2-01; 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 Valley International Airport, Harlingen, TX

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 Valley International Airport 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 September 4, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to T. Michael Browning, A.A.E., Manager of Valley International Airport at the following address: Director of Aviation, Valley International Airport, Airport Terminal Building, Harlingen, TX 78550.

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

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

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 to impose and use the revenue from a PFC at Valley International Airport 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).

On July 19, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 October 20, 2000.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date:

January 1, 2002.

Proposed charge expiration date:

February 1, 2006.

Total estimated PFC revenue:

\$5,032,330.

PFC application number: 01-02-C-00-HRL.

Brief description of proposed project(s):

Projects To Impose and Use PFC's

1. Construct Air Cargo Apron
2. Extend Bodenhamer Drive to FM 509
3. Install Air Cargo Ramp Lighting
4. Acquire and Install Replacement Passenger Loading Bridge
5. Overlay Bob Youker, Woodall Boulevard and Bodenhamer Drive
6. Rehabilitate Taxiway F
7. Construct Blast Pad
8. Upgrade Runway Lighting (17L/35R and 13/31)
9. Acquire Land for Runway Protection Zones
10. Construct Taxiways L and M
11. Improve Runway Safety Areas (35L and 35R)
12. Extend and Overlay Taxiway C
13. Reconstruct Air Carrier Apron
14. Convert Runway 8/26 to a Taxiway
15. Reconstruct Perimeter Road
16. Overlay General Aviation North Apron
17. Reconstruct West Cargo Apron
18. Overlay Taxiways J and K
19. Terminal Modifications
20. Reconstruct Terminal Access Roads
21. PFC Applications Administration

Proposed class or classes of air carriers to be exempted from collecting PFC's: FAR Part 135 on demand air Taxi/Commercial Operator (ATCO) reporting on FAA Form 1800-31.

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, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at Valley International Airport.

Issued in Fort Worth, Texas on July 19, 2001.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 01-19369 Filed 8-2-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on Transportation Improvements Within the Downtown-Airport Corridor in Memphis, Tennessee

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) is issuing this notice to advise interested agencies and the public that, in accordance with the National Environmental Policy Act, an Environmental Impact Statement (EIS) is being prepared for the proposed transportation improvements in the Downtown-Airport Corridor and adjacent areas located in Memphis, Tennessee.

DATES: *Comment Due Date:* Written comments on the scope of the alternatives and impacts to be considered should be sent to the address listed below in **ADDRESSES** by September 14, 2001.

Interagency Scoping Meeting

Thursday, August 23, 2001, from 1:30 p.m. to 3:30 p.m. at Central Station, 545 South Main Street, Memphis, TN 38103.

Public Scoping Meetings

Thursday, August 23, 2001, from 6 p.m. to 8 p.m., at the New Salem Baptist Church, 2231 South Parkway East, Memphis, TN 38114.

ADDRESSES: Written comments on the scope of the analysis and the impacts to be considered should be sent by September 14, 2001 to: Mr. Tom Fox, Director of Planning and Capital Projects, Memphis Area Transit Authority, 1370 Levee Road, Memphis, TN 38108-1011. Phone: (901) 722-7100. Fax (901) 722-7123.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Wheeler, Federal Transit Administration, 61 Forsyth Street, SW, Suite 17T50, Atlanta, GA 30303. Phone: (404) 562-3500.

SUPPLEMENTARY INFORMATION: The Federal Transit Administration (FTA),

the federal lead agency, in cooperation with the Memphis Area Transit Authority (MATA), the local lead agency, is preparing an Environmental Impact Statement (EIS) for proposed transportation improvements in the Downtown-Airport Corridor and adjacent areas.

The transportation improvements are being defined through the Alternatives Analysis. Issues and alternatives will be identified through a scoping process in accordance with the regulations implementing the National Environmental Policy Act (NEPA) of 1969, as amended. The scoping process will include the identification and evaluation of alternative design concepts, and will provide the basis for the selection of a preferred design concept for inclusion in the regional transportation plan. Subsequently, alternative alignments and designs that are consistent with the selected concept and scope will be addressed in an EIS.

I. Scoping

MATA and FTA invite interested individuals, organizations, and federal, state, and local agencies to participate in establishing the purpose, alternatives, schedule, and analysis approach, as well as an active public involvement program. The public is invited to comment on the alternatives to be addressed; the modes and technologies to be evaluated; the alignments and station locations to be considered; the environmental, social, and economic impacts to be analyzed; and the evaluation approach to be used to select a locally preferred alternative. Scoping comments should focus on the issues and alternatives for analysis, and not on preference for particular alternatives. (Individual preference for particular alternatives should be communicated during the comment period for the Draft EIS that will be prepared subsequent to the Alternatives Analysis study. See FTA PROCEDURES below.) Comments may be made at the meetings or in writing no later than September 14, 2001 (see **DATES** and **ADDRESSES** above).

II. Description of Study Area

MATA completed a Regional Transit Plan in 1997, which included major fixed guideway investments in three corridors by 2020. The adopted plan followed MATA's opening of the downtown rail system, building upon the Main Street and Riverfront trolley lines. The final element of the downtown rail program, the Medical Center rail extension, is now in final design and construction will start in late 2001.