

accounts for less than 1 percent of the total annual enplanements at Cincinnati/Northern Kentucky International Airport.

Brief Description of Project Approved for Collection and Use at a \$4.50 PFC Level: Runway 17/35 (future 18R/36L).

Brief Description of Projects Approved for Collection and Use at a \$3.00 PFC Level:

Deicing system enhancements—storm water treatment system, Gunpowder Creek.

Concourse C improvements—flight information display system replacement.

Terminal area blast analysis.

Airport security master plan.

Extend runway 9/27 phase 2—1,000 feet.

Brief Description of Project Partially Approved for Collection and Use at a \$3.00 PFC Level: Noise compatibility program measures.

Determination: Partially approved. The portion of the project described as “ANAV Flight Procedures Development and Ground Station Design” is not Airport Improvement Program (AIP) eligible in accordance with paragraph 557(a) of FAA Order 5100.38B, AIP Handbook (May 31, 2002).

Brief Description of Withdrawn Project: KR 212 interchange improvements.

Determination: This project was withdrawn by the public agency by letter dated July 19, 2002. Therefore, the FAA did not rule on this project in this record.

Decision Date: July 26, 2002.

FOR FURTHER INFORMATION CONTACT: Jerry O. Bowers, Memphis Airports District Office, (901) 544-3495.

Public Agency: Port of Bellingham, Bellingham, Washington.

Application Number: 02-05-C-00-BLI.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$930,653.

Earliest Charge Effective Date: June 1, 2003.

Estimated Charge Expiration Date: January 1, 2007.

Class of Air Carriers Not Required To Collect PFC's: Non-scheduled air taxi/commercial operators utilizing aircraft having a seating capacity of less than 20 passengers.

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 Bellingham International Airport.

Brief Description of Projects Approved for Collection and Use:

Extension of runway 16/34, new high intensity runway lighting system, extension of taxiway lighting, wetlands mitigation.

Airport sign system.

Master Plan.

Construct and rehabilitate aircraft apron.

Acquisition of snow removal equipment.

Construct snow removal equipment building.

Upgrades on security gates, installation of wildlife fencing.

Reconstruct and rehabilitate taxiway D. Construct/reconstruct terminal apron.

Construct deicing facility.

Acquisition of passenger lift device.

Master plan.

Acquire aircraft rescue and firefighting vehicle.

Decision Date: July 25, 2002.

FOR FURTHER INFORMATION CONTACT:

Suzanne Lee-Pang, Seattle Airports District Office, (425) 227-2654.

Public Agency: Marquette County, Gwinn, Michigan.

Application Number: 02-06-C-00-SAW.

Application Type: Impose and use a PFC.

PCF Level: \$4.50.

Total PCF Revenue Approved in this Decision: \$227,558.

Earliest Charge Effective Date: December 1, 2002.

Estimated Charge Expiration Date: May 1, 2004.

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

Brief Description of Projects Approved for Collection and Use:

Construct north access road.

Taxiway rehabilitation.

Passenger boarding bridges.

Snow removal equipment.

Runway pavement rehabilitation.

Taxiway signage.

Refurbish beacon.

Decision Date: July 31, 2002.

FOR FURTHER INFORMATION CONTACT:

Arlene B. Draper, Detroit Airports District Office, (734) 487-7282.

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 |
|---------------------------------------|-------------------------|-----------------------------------|----------------------------------|-------------------------------------|------------------------------------|
| 93-01-C-02-BZN, Bozeman, MT | 06/28/02 | \$4,827,700 | \$5,277,700 | 01/01/03 | 05/01/03 |
| 93-01-C-03-PLB, Plattsburgh, NY | 07/08/02 | 123,980 | 121,502 | 02/01/99 | 11/01/96 |
| 01-03-C-01-LIT, Little Rock, AR | 07/17/02 | 15,986,750 | 15,986,750 | 05/01/04 | 05/01/04 |
| 00-03-C-02-MSO, Missoula, MT | 07/17/02 | 1,500,000 | 2,500,000 | 02/01/04 | 02/01/05 |

Issued in Washington, DC on September 30, 2002.

Barry Molar,

Manager, Airports Financial Assistance Division.

[FR Doc. 02-25473 Filed 10-4-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 00-03-C-00-PWM To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Portland International Jetport, Portland, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comments on the application to impose and use the revenue from a PFC at Portland International Jetport under the provisions of the 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 6, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Ms. Priscilla Scott, PFC

Program Manager, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jeff Schultes, Airport Manager, Portland International Jetport at the following address: 1001 Westbrook Street, Portland, Maine 04102.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Portland under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Priscilla Scott, PFC Program Manager, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (718) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from PFC at Portland International Jetport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On September 3, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Portland 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 November 29, 2002.

The following is a brief overview of the application.

Proposed charge effective date: August 1, 2003.

Proposed charge expiration date: June 1, 2010.

Level of the proposed PFC: \$3.00.

Total estimated PFC revenue: \$14,214,483.

Brief description of proposed project(s):

Impose only projects:

Baggage Claim Expansion and

Improvements Impose and use projects:

Terminal Canopy Completion

Passenger Boarding Bridge Acquisition

Passenger Boarding Bridge—Regional Jet Modifications

Runway 11/29 Upgrade

Taxiway Improvements

Terminal Roadway System Expansion

Snow Removal Equipment Acquisition

PFC Program Administration Costs

Class or classes of air carriers which the public agency has requested not be

required to collect PFCs: air taxi/commercial operators (ATCO).

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 Portland International Jetport.

Issued in Burlington, Massachusetts on September 25, 2002.

Bradley A. Davis,

Acting Manager, Airports Division, New England Region.

[FR Doc. 02-25474 Filed 10-4-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Olmsted County, MN

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 (EIS) will be prepared for the proposed reconstruction of Trunk Highway (TH) 14 and bridge replacement over the Dakota, Minnesota & Eastern (DM&E) Railroad line, from the end of the four-lane roadway on the east side of Rochester through Eyota, approximately 8 miles, in Olmsted County, Minnesota.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Craig Lenz, Project Manager, Minnesota Department of Transportation—District 6, 2900 48th Street NW., Rochester, Minnesota 55901, Telephone (507) 285-7353; (651) 296-9930 TTY.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation (Mn/DOT), will prepare an EIS on a proposal to reconstruct TH 14, including replacement of the bridge over the DM&E Railroad line, from the end of the four-lane roadway on the east side of the City of Rochester through the City of Eyota, approximately 8 miles, in Olmsted County, Minnesota. The project proposes to replace a seventy-three year old railroad bridge and improve the geometry of the bridge approaches and the roadway segment in order to address

identified safety, operational, structural, and geometric deficiencies.

TH 14 is a major east-west highway in southern Minnesota and plays a major role in the movement of people and goods. This roadway serves a variety of travel demands including mobility to serve commuter, commercial, and recreational traffic and access to homes, farms, and commercial retail businesses. The purpose of the project is to address present and future safety, operations, structural and geometric deficiencies along this segment of TH 14. Identified problems include high crash rates; lack of passing zones; several accesses to the roadway; geometric deficiencies in the roadway design including sharp curves, narrow shoulders and minimal vertical and horizontal clearance under the bridge; and a decrease to unacceptable levels of service in the future if no improvements are made.

The EIS will evaluate the social, economic, transportation and environmental impacts of alternatives, including: No-Build and Build Alternatives. Each of the three proposed Build Alternatives will include both a four-lane suburban and a four-lane rural roadway design and all of the Build Alternatives assume a roadway overpass of the DM&E Railroad. The Build alternatives include: *Alternative 1: Existing Alignment*—Central Bridge Location (over the railroad), *Alternative 2: North Alignment*—West Bridge Location (over the railroad), and *Alternative 3: South Alignment*—East Bridge Location (over the railroad). The “Trunk Highway 14 Scoping Document/ Draft Scoping Decision Document” will be published in October 2002. A press release will be published to inform the public of the document’s availability. Copies of the scoping document will be distributed to agencies, interested persons and libraries for review to aid in identifying issues and analyses to be contained in the EIS. A thirty-day comment period for review of the document will be provided to afford an opportunity for all interested persons, agencies and groups to comment on the proposed action. Interagency and public scoping meetings will also be held during the comment period. The Interagency and public scoping and information meetings have been scheduled for Wednesday, December 4, 2002 from 2 to 3:30 p.m. at the Eyota City Hall, 38 West South Front Street, and 4:30 to 7 p.m. to the Dover-Eyota High School, 615 South Avenue, respectively. Public notice will be given for these meetings.

A Draft EIS will be prepared based on the outcome of the scoping process. The Draft EIS will be available for agency