

Other Environmental Considerations*Home Port*

The design, permitting, construction, and operation of the Home port would be managed under the jurisdiction of the state, regional, county, municipal, and port authorities of the Port of Long Beach, California. The Navy, as part of the California Environmental Quality Act Process, submitted the Mole EA to the California Coastal Commission for review, which determined the proposed Home Port activities were not inconsistent with the California Coastal Zone Management Program. The Port of Long Beach has approved the construction and operation of the Home Port through the Harbor Development Permit process. One of the standard conditions in the Harbor Development Permit is that SLLP will follow all applicable Federal, state, and local laws and regulations, including those pertaining to safety and the environment.

No Action Alternative

Under the No Action alternative the SLLP would not launch satellites from the Pacific Ocean and the Port of Long Beach would remain available for other commercial or government ventures. The goals of 49 U.S.C. Subtitle IX, ch. 701 Commercial Space Launch Activities, would not be realized. Predicted environmental impacts of the proposed launch activities would not occur and the project area would remain in its current state.

Determination

An analysis of the proposed action has concluded that there are no significant short-term or long-term effects to the environment or surrounding populations. After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102(2)(C) of NEPA. Therefore, an Environmental Impact Statement for the proposed action would not be required.

Issued in Washington, DC on April 17, 1998.

Manuel F. Vega,

Acting Deputy Associate Administrator for Commercial Space Transportation.

[FR Doc. 98-10748 Filed 4-22-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

Notice of Intent To Rule on Application 98-04-C-00-BTM To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Bert Mooney Airport, Submitted by the Bert Mooney Airport Authority, Butte, Montana

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 Bert Mooney 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 26, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: David P. Gabbert, Manager; Helena Airports District Office; Federal Aviation Administration; 2725 Skyway Drive, Suite 2; Helena, Montana 59602-1213.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Rick Griffith, Airport Manager, at the following address: Bert Mooney Airport, 101 Airport Road, Butte, Montana 59701.

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

FOR FURTHER INFORMATION CONTACT:

David P. Gabbert, Manager; Helena Airports District Office; Federal Aviation Administration; 2725 Skyway Drive, Suite 2; Helena, Montana 59602-1213; Phone (406) 449-5271. 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 98-04-C-00-BTM to impose and use PFC revenue at Bert Mooney Airport under the provisions of 49 U.S.C. 40117 and Part

158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 16, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Bert Mooney Airport Authority, Bert Mooney Airport, Butte, Montana, 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 July 24, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

February 1, 2000

Proposed charge expiration date:

January 31, 2002

Total requested for use approval:

\$215,040

Brief description of proposed project:

Land acquisition in fee for Runway Protection Zone, approach and transition areas and land acquisition for security fence improvements.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: On demand non-scheduled Air Taxi/Commercial operators.

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 Bert Mooney Airport.

Issued in Renton, Washington on April 16, 1998.

David A. Field,

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

[FR Doc. 98-10807 Filed 4-22-98; 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 March 1998, there were eight applications approved. This notice also includes

information on one application, approved in February 1998, inadvertently left off the February 1998 notice. Additionally, three 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) (Public Law 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: Airport Authority of Washoe County, Reno, Nevada.

Application Number: 98-03-C-00-RNO.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$22,855,013.

Earliest Charge Effective Date: May 1, 1998.

Estimated Charge Expiration Date: July 1, 2000.

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

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 Reno/Tahoe International Airport.

Brief Description of Projects Approved for Collection and Use:

Passenger loading bridges.
Taxiway B design and reconstruction.
Terminal complex schematic design.
Terminal apron construction—phases I and II.
North perimeter road reconstruction/overlay.
Aircraft rescue and firefighting (ARFF) truck.
Terminal building doors.
Fire sprinkler system.
Taxiway A reconstruction and design.

Decision Date: February 27, 1998.

FOR FURTHER INFORMATION CONTACT: Maryls Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: City of Tallahassee, Florida.

Application Number: 98-03-C-00-TLH.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in, This Decision: \$5,988,942.

Earliest Charge Effective Date: June 1, 1998.

Estimated Charge Expiration Date: July 1, 2003.

Class of Air Carriers Not Required to Collect PFC's: Part 135 air taxi/commercial operators filing FAA Form 1800-31.

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 Tallahassee Regional Airport.

Brief Description of Projects Approved for Collection and Use:

Computerized airfield lighting control.
Terminal title roof (replacement).
Runway 9/27 erosion control.
Taxiway T relocation.
ARFF road improvements.
Miscellaneous airfield improvements.
T-hangar access taxiway.
ARFF storm water improvements.
Americans with Disabilities Act (ADA) accessibility ramps.
Part 150 noise mitigation/land acquisition (planning).
Disabled passenger lift (device).
Taxiway/apron improvements (design only).
Taxiway H and M widening.
Runway 18/36 lighting and shoulder improvements.
Terminal service/access road improvements (professional services).
Part 150 noise mitigation/land acquisition implementation.

Brief Description of Project Approved in Part for Collection and Use: PFC administration costs.

Determination: Partially and conditionally approved. Documents submitted to the FAA in support of this project were insufficient to establish that all project costs will be necessary for the preparation, administration, auditing and financial completion/close-out of the PFC application. Specifically, the costs for annual audits, staff labor, and miscellaneous expenses were not substantiated. In addition, the cost for microcomputer software acquisition was determined to be ineligible for PFC funding. Therefore, the FAA has only approved \$15,000 of the public agency's request (of \$87,000) for this project. The approved amount represents the consultant fees for preparation and financial completion/close-out of the PFC application and anticipated amendments.

Brief Description of Projects

Withdrawn: Security gates/fencing system upgrades design only. Bond financing costs.

Determination: The public agency withdrew these projects by memorandum dated December 12, 1997. Therefore, the FAA did not rule on these projects in this decision.

Taxiway improvements—construction.
Apron improvements—construction.

Determination: By memorandum dated December 12, 1997, the public agency withdrew these projects until such time as the design of these projects is completed and pavement areas requiring rehabilitation are identified. Therefore, the FAA did not rule on these projects in this decision.

Terminal service road improvements—construction.

Terminal access road improvements—construction.

Determination: By memorandum dated December 12, 1997, the public agency withdrew these projects until such time as the design of these projects is completed. Therefore, the FAA did not rule on these projects in this decision.

Decision Date: March 3, 1998.

FOR FURTHER INFORMATION CONTACT:

Richard Owen, Orlando Airports District Office, (407) 812-6331.

Public Agency: City of Rhinelander and County of Oneida, Rhinelander, Wisconsin.

Application Number: 98-04-U-00-RHI.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Total PFC Revenue To Be Used in This Decision: \$192,750.

Charge Effective Date: June 1, 1996.

Estimated Charge Expiration Date: January 1, 2001.

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

Brief Description of Project Approved for Use: Terminal building improvements.

Decision Date: March 10, 1998.

FOR FURTHER INFORMATION CONTACT:

Nancy M. Nistler, Minneapolis Airports District Office, (612) 713-4250.

Public Agency: Metropolitan Airport Authority of Rock Island County, Moline, Illinois.

Application Number: 98-02-C-00-MLI.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$5,128,404.

Earliest Charge Effective Date: November 1, 2008.

Estimated Charge Expiration Date: January 1, 2026.

Class of Air Carriers Not Required to Collect PFC's: Part 135 unscheduled 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 Quad City International Airport.

Brief Description of Projects Approved for Use: North ramp replacement, phase V. Taxiways Delta, Echo, and Kilo improvements.

Brief Description of Projects Approved for Collection and Use:

Multiple user flight information display system.

Land reimbursement.

New entrance road and entrance road improvements; signage.

Equipment purchase: runway friction testing vehicle; broom/blower snow removal units; endloader.

Decision Date: March 12, 1998.

FOR FURTHER INFORMATION CONTACT: Mark McClardy, Chicago Airports District Office, (847) 294-7435.

Public Agency: City of Chicago, Department of Aviation, Chicago, Illinois.

Application Number: 98-07-C-00-ORD.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$61,717,809.

Earliest Charge Effective Date: July 1, 2004.

Estimated Charge Expiration Date: April 1, 2005.

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

Determination: Approved. Based on the 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 Chicago O'Hare International Airport.

Brief Description of Projects Approved for Collection and Use:

H5043—Guard Post 2—site improvements.

H6060—Runway 4L/22R rehabilitation.

H6069—Security enhancements at former military base.

H8001-97—Additional school soundproofing.

H1060—Upgrade of intergraph computer aided dispatch to Windows NT platform.

H1062—Identification badging system upgrade.

Brief Description of Projects Approved in Part for Collection and Use

H6059—Runway 4R/22L rehabilitation.

Determination: Partially approved. The City of Chicago had requested full PFC funding of this project; however,

subsequent to submission of the application, the City received AIP funding to pay a portion of the costs. Therefore, the PFC amount was reduced.

H5048—Airport transit system improvements.

Determination: Partially approved. A portion of this project, acquisition of jacks, was ineligible for PFC funding because this equipment is for the performance of recurrent maintenance on the vehicles.

H9706—Acquisition of 1997 equipment.

Determination: Partially approved. The second fire pumper truck is ineligible for PFC funding in accordance with Program Guidance Letter 91-8.2. In addition, the noise office education vehicle was determined to be ineligible for PFC funding in accordance with paragraph 713(f) of FAA Order 5100.38A, AIP Handbook (October 24, 1989).

Brief Description of Disapproved Project: H1061—Global positioning system for O'Hare communications center.

Determination: Disapproved. The FAA has determined that this project is not eligible for PFC or AIP funding. The global positioning system for vehicles is currently only eligible for a specific number of ARFF vehicles required by Part 139 at airports having operations below 1,200 feet runway visual range. This project did not include any such eligible vehicles.

Decision Date: March 16, 1998.

FOR FURTHER INFORMATION CONTACT: Philip M. Smithmeyer, Chicago Airports District Office, (847) 294-7335.

Public Agency: Central West Virginia Airport Regional Authority, Charleston, West Virginia.

Application Number: 98-03-C-00-CRW.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$662,687.

Earliest Charge Effective Date: November 1, 1998.

Estimated Charge Expiration Date: December 1, 1999.

Class of Air Carriers Not Required to Collect PFC's: Part 135 and Part 121 charter operators for hire to the general public.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that each proposed class accounts for less than 1 percent of the total annual enplanements at Yeager Airport.

Brief Description of Projects Approved for Collection and Use

Replace portions of the main terminal roof.

Install commuter walkway system.

Replace perimeter fence.

Overlay asphalt apron in the general aviation area.

Brief Description of Projects Approved for Collection Only:

Repair slide area, taxiway C.

Rehabilitation of loop road.

Purchase and install baggage handling systems.

Rehabilitation of concrete portions of runway 5/23.

Brief Description of Projects Withdrawn:

Purchase quick dash truck.

Purchase new 1,500 gallon truck.

Purchase snow broom.

Determination: These projects were withdrawn by the public agency by letter dated January 21, 1998. Therefore, the FAA will not rule on these projects in this decision.

Decision Date: March 20, 1998.

FOR FURTHER INFORMATION CONTACT: Elonza Turner, Beckley Airports Field Office, (304) 252-6216.

Public Agency: City of Bismarck, North Dakota.

Application Number: 98-02-C-00-BIS.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$1,474,422.

Earliest Charge Effective Date: June 1, 1998.

Estimated Charge Expiration Date: December 1, 2002.

Class of Air Carriers Not Required to Collect PFC's:

(1) All on demand air taxi/commercial operators filing FAA Form 1800-31 that enplane fewer than 500 passengers per year and do not have their base of operations at Bismarck Municipal Airport; and (2) all on demand air taxi commercial operators filing FAA Form 1800-31 which have their base of operations at Bismarck Municipal Airport.

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 Bismarck Municipal Airport.

Brief Description of Projects Approved for Collection and Use

Rehabilitate general aviation ramp.

Terminal building, ADA compliance.

Design and relocation of Airway Avenue (Yegen Road).

Reconstruct, widen, and extend runway 3/21.
 PFC application preparation.
 Improve existing airfield service road.
 Preparation of plans and specifications for the rehabilitation of runway 13/31 and taxiway A.
 Rehabilitate runway 13/31.
 Rehabilitate runway 13/31 lighting.
 Rehabilitate taxiway A.
Brief Description of Project Approved for Collection: Rehabilitate baggage claim area.
Decision Date: March 24, 1998.

FOR FURTHER INFORMATION CONTACT: Irene R. Porter, Bismarck Airports District Office, (701) 250-4358.
Public Agency: County of Jefferson, Beaumont, Texas.
Application Number: 98-03-C-00-BPT.
Application Type: Impose and use a PFC.
PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$667,020.
Earliest Charge Effective Date: August 1, 1998.
Estimated Charge Expiration Date: November 1, 2000.
Class of Air Carriers Not Required to Collect PFC's: None
Brief Description of Projects Approved for Collection and Use: Airfield safety improvements: Rehabilitate runway 16/34, phase II; widen taxiways C, E, G,

and H; install runway end identifier lights for runways 30 and 34; acquire airfield sweeper.
 Airport entrance signs.
 Widen taxiway D.
 ARFF facility.
 Ground level covered passenger walkway.
 PFC application and administrative costs.
Decision Date: March 25, 1998.
FOR FURTHER INFORMATION CONTACT: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.
Public Agency: Kenton County Airport Board, Covington, Kentucky.
Application Number: 98-03-C-00-CVG.
Application Type: Impose and use a PFC.
PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$21,097,000.
Earliest Charge Effective Date: June 1, 1998.
Estimated Charge Expiration Date: April 1, 1999.
Class of Air Carriers not Required to Collect PFC's:

(1) Part 121 supplemental operators which operate at Cincinnati/Northern Kentucky International Airport without an operating agreement with the public agency and enplane less than 1,500 passengers per year; and (2) Part 135 on

demand air taxis, both fixed wing and rotary.
Determination: Approved. Based on the information contained in the public agency's application, the FAA has determined that each proposed class accounts for less than 1 percent of the total annual enplanements at Cincinnati/Northern Kentucky International Airport.

Brief Description of Projects Approved for Collection and Use:
 ARFF equipment (quick response truck).
 Taxiway K and hold apron.
 Taxiway S extension.
 Field equipment.
 Northwest environmental collection system.
 North crossfield taxiway.
 Runway 9/27 extension: clear, drain, and grade.
 Field lighting to new tower.
 Runway 9/27 extension: pave and light.
 Taxiway S and tunnel extension.
 Environmental impact statement (runway 18R/36L/master plan projects).
 Part 150 study.
 Taxiway M rehabilitation.
Decision Date: March 31, 1998.

FOR FURTHER INFORMATION CONTACT: Peggy S. Kelley, Memphis Airports District Office, (901) 544-3495.
 Amendments to PFC Approvals:

Amendment number city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge expired date	Amended estimated charge expired date
93-01-C-04-CRW Charleston, WV	02/26/98	\$2,489,473	\$2,504,316	11/01/09	11/01/98
94-01-C-04-CVG Covington, KY	03/25/98	43,267,000	37,146,000	09/01/00	06/01/98
95-02-C-01-CVG Covington, KY	03/25/98	111,930,000	85,441,000	09/01/00	06/01/98

Issued in Washington, DC, on April 16, 1998.
Eric Gabler,
 Manager, Passenger Facility Charge Branch.
 [FR Doc. 98-10805 Filed 4-22-98; 8:45 am]
 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.
ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety. The petition is hereinafter identified as DP98-003.

FOR FURTHER INFORMATION CONTACT: Dr. George Chiang, Office of Defects Investigation (ODI), NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-5206.

SUPPLEMENTARY INFORMATION: Ms. Lisa Smith of Newburgh, Indiana, submitted a petition dated February 24, 1998, requesting that an investigation be initiated to determine whether Model Year (MY) 1989 Chrysler minivans (Voyagers) contain a defect related to motor vehicle safety within the meaning

of 49 U.S.C. Chapter 301. The petition alleges that MY 1989 Plymouth Voyagers have a defective automatic transmission that can fail early in the life of the vehicle and require a costly repair.

In her petition letter, Ms. Smith stated that "I am filing this petition against the Chrysler Plymouth Corp. for their failure to produce a quality transmission in the 1989 minivans (Voyagers). Starting in 1989 model vans they installed a transmission that was faulty in its performance * * * I feel Chrysler is putting quantity before quality * * * I request you have a hearing on this costly issue. In the meantime I will be paying my repair bill for my 3rd transmission."

Clearly, failure of her transmission with the high cost of its replacement is