

DEPARTMENT OF TRANSPORTATION**Office of the Secretary****Reports, Forms and Recordkeeping Requirements**

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Pub. L. 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need for and usefulness of the BTS Form 41. Comments are requested concerning whether (a) the continuation of Form 41 is necessary for DOT to carry out its mission of promoting air transportation; (b) BTS accurately estimated the reporting burden; (c) there are other ways to enhance the quality, use and clarity of the data collected; and (d) there are ways to minimize reporting burden, including the use of automated collection techniques or other forms of information technology.

DATES: Written comments should be submitted by January 11, 1999.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus, Office of Airline Information, BTS, at (202) 366-4387.

SUPPLEMENTAL INFORMATION:

OMB Approval No. 2138-0013.

Title: Report of Financial and Operating Statistics for Large Certificated Air Carriers.

Form No.: BTS Form 41.

Type of Review: Extension of a currently approved collection.

Respondents: Large certificated air carriers.

Number of Respondents: 98.

Estimated Time Per Response: 4 hours.

Total Annual Burden: 35287 hours.

Needs and Uses: DOT uses Form 41 traffic data to help formulate the United States position in international negotiations, to select carriers for international routes and to conduct environmental impact analyses. DOT uses Form 41 cost data to calculate the Standard Fare Levels (Passenger and Cargo) and to set the Intra-Alaska and international mail rates. The Department of the Air Force, Military Airlift Command uses Form 41 data in ratemaking for the Civil Reserve Air Fleet Program, and for its Air Carrier Analysis Support System (ACAS). DOT uses aircraft inventory data in its administration of the War Air Service Program (Emergency Preparedness). DOT uses operational and financial data to review International Air Transport

Association Agreements (IATA), to review initial air carrier fitness, to review air carrier continuing fitness, to review foreign air carrier applications and to monitor the status of the air transport industry. The Justice Department uses the data in its antitrust analyses. DOT meets its responsibility to the International Civil Aviation Organization, an arm of the United Nations, by the use of Form 41 data.

Traffic data, especially enplanement data, are used for the National Plan of Integrated Airport Systems, airport capacity analyses, the Airport Improvement Program, systems planning at airports, exemption requests to transport hazardous materials, and essential air service analyses. The Federal Aviation Administration and the National Transportation Safety Board use Form 41 data in safety analyses (operational), air carrier certification, safety forecasting/regulatory analysis and air carrier safety surveillance and inspection.

The Department of Energy uses Form 41 fuel data in monitoring industry fuel consumption for emergency preparedness planning.

The Department of Commerce, Bureau of Economic Analysis, uses Form 41 data in its estimation of the Gross National Product, analyses of international trade accounts and to compile the Input-Output Tables of the United States.

The Department of Labor uses employment statistics in its Productivity Studies and Indices.

Timothy E. Carmody,

Director, Office of Airline Statistics, Bureau of Transportation Statistics.

[FR Doc. 98-30245 Filed 11-10-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Environmental Impact Statement: George Bush Intercontinental Airport, Houston, TX**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent.

SUMMARY: The FAA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared and considered for construction of a proposed new Runway 8L-26R, extension and widening of Runway 14R-32L and associated near term master plan projects at George Bush International Airport, Houston, Texas.

The purpose of the proposed project is to reduce aircraft delay and maintain the Airport's ability to serve as a connecting hub.

FOR FURTHER INFORMATION CONTACT: William J. Flanagan, Senior Program Manager, ASW-651, Texas Airports Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298. Telephone (817) 222-5655.

SUPPLEMENTARY INFORMATION: The FAA, in cooperation with the city of Houston Department of Aviation, will prepare an EIS for the proposed project. The city of Houston proposes to construct a new air carrier runway to improve the efficiency of George Bush Intercontinental Airport. The preliminary proposed placement of the runway is parallel to and north of the existing Runway 8-26. The preliminary length is approximately 9,400 feet. While this is the preliminary layout proposed by the city of Houston, a number of alternative placements will be explored in the EIS. The city of Houston also proposes to extend and widen Runway 14R-32L to improve the efficiency of the Airport. Extensions to both runway ends, as well as a single runway end, will be considered in the EIS. The city of Houston also proposes to expand the International Arrival Building (IAB) to improve the terminal efficiency of George Bush Intercontinental Airport. International traffic has been increasing an average of 15 percent a year since 1995. Associated with these projects, the City proposes the following projects: improve Airport drainage, construct storm runoff treatment system, extend the Automated People Mover (APM), extend the Terminal C south ramp, extend the ramp north of Terminals B and C, expand aircraft rescue and fire fighting (ARFF) Station 54, construct a new cargo area, extend Taxiway SD across JFK Boulevard, and other near-term projects.

The FAA intends to conduct a scoping process to gather input from all interested parties to help identify any issues of concern associated with the proposed project. In addition to this notice, Federal, state, and local agencies which have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed project will be notified through letter of a scoping meeting to be held at 1 p.m. on December 9, 1998, in the Terminal A conference room at George Bush Intercontinental Airport. In order to notify the general public of the scoping process, a notice will be placed in a newspaper having general circulation in the project area describing the proposed

project and its purpose. The newspaper notice will notify the public that a scoping meeting will be held on December 9, 1998, at the Nimitz High School, 2005 W.W. Thorne Rd., Houston, TX 77073 and on December 10, 1998, at the Deerbrook Mall Community Room, 20131 Highway 59, Humble, TX 77338 to gain the public's input concerning the proposed project.

Issued on: November 4, 1998.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 98-30240 Filed 11-10-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Chicago Midway Airport, Chicago, Illinois

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 use the revenue from a PFC at Chicago Midway 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 December 14, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Mary Rose Loney, Commissioner, of the City of Chicago, Department of Aviation at the following address: Chicago O'Hare International Airport, P.O. Box 66142, Chicago, Illinois 60666.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Chicago, Department of Aviation under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Philip M. Smithmeyer, Manager, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois

60018, (847) 294-7335. 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 use the revenue from a PFC at Chicago Midway Airport 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).

On October 22, 1998 the FAA determined that the application to use the revenue from a PFC submitted by the City of Chicago, Department of Aviation 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 29, 1999.

The following is a brief overview of the application.

PFC application number: 99-06-U-00-MDW.

Level of the proposed PFC: \$3.00.

Actual charge effective date: August 1, 1998.

Estimated charge expiration date: August 1, 2020.

Total estimated PFC revenue: \$187,179,775.

Brief description of proposed project(s): Midway Terminal Development.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi operators.

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 City of Chicago, Department of Aviation.

Issued in Des Plaines, Illinois on November 2, 1998.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 98-30239 Filed 11-10-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Howell, Michigan

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 proposed vehicular improvements for access to the Kent County International Airport and areas surrounding the airport in the southeast Grand Rapids and Kentwood area of, Kent County, Michigan.

FOR FURTHER INFORMATION CONTACT:

Mr. James Kirschensteiner, Environmental Programs and Field Operations Engineer, Federal Highway Administration, 315 W. Allegan Street, Lansing, Michigan 48933, Telephone (517) 377-1880 x 41, Mr. Ron Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan 48909, Telephone (517) 335-2621, or Mr. Steve Warren, Kent County Road Commission, 1500 Scribner Ave. NW, Grand Rapids, Michigan 49504, Telephone (616) 752-7111.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Michigan Department of Transportation (MDOT), Kent County Road Commission, Grand Valley Metropolitan Council, City of Kentwood, Cascade Charter Township, Kent County International Airport, and the Grand Rapids Area Transit Authority, is preparing an Environmental Impact Statement (EIS) for proposed access improvements to the Kent County International Airport and environs. The area is experiencing significant growth and development. Currently there is no direct airport access to and from the freeway system. Existing roadways accessing the airport and the surrounding environs are not able to accommodate current and future traffic volumes in an acceptable manner.

A Major Investment Study is underway to narrow the range of alternative investment strategies. The alternatives under consideration include (1) No Build, (2) the construction of a new I-96 Interchange at a new location, and (3) implementing traffic management programs which could include expansion of transit ridership, and/or travel demand management initiatives.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, with a Scoping Document. A substantial public involvement effort is currently underway to solicit public views and comments. Two public involvement efforts have been conducted to date under the Major Investment Study: the first in April 1998