

4350. 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 Austin Straubel International Airport under 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 December 7, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by Brown County, Wisconsin 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 March 13, 1999.

The following is a brief overview of the application.

PFC application number: 99-02-C-00-GRB.

Level of the PFC: \$3.00.

Proposed charge effective date: April 1, 1999.

Proposed charge expiration date: July 1, 2002.

Total estimated PFC revenue: \$2,768,496.00.

Brief description of proposed projects:
1. Purchase airport rescue and fire fighting vehicle; 2. Acquire snow plow, spreader, and blower; 3. Partial rehabilitation of airfield pavements and security fencing; 4. Expand air carrier apron; 5. PFC administration cost; and 6. Terminal entrance road reconstruction.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None. 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 Austin Straubel International Airport, 2077 Airport Drive, Green Bay, WI.

Issued in Des Plaines, Illinois on December 17, 1998.

Benito De Leon,

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

[FR Doc. 98-34164 Filed 12-23-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose a Passenger Facility Charge (PFC) at Duluth International Airport and Use the Revenue at Duluth International Airport and Sky Harbor Airport, Duluth, MN

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 a PFC at Duluth International Airport and use the revenue from a PFC at Duluth International Airport and Sky Harbor 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).

DATES: Comments must be received on or before January 25, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450-2706.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Raymond Klosowski, Executive Director, Duluth Airport Authority, at the following address: Duluth Airport Authority, Duluth International Airport, Duluth, MN 55811.

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

FOR FURTHER INFORMATION CONTACT: Mr. Gordon Nelson, Program Manager, Federal Aviation Administration, Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450-2706, (612) 713-4358. 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 a PFC at Duluth International Airport and use the revenue from a PFC at Duluth International Airport and Sky Harbor 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 November 17, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Duluth Airport Authority 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 March 2, 1999.

The following is a brief overview of the application.

PFC application number: 99-03-C-00-DLH.

Level of the PFC: \$3.00.

Proposed charge effective date: May 1, 1999.

Proposed charge expiration date: July 1, 2001.

Total estimated PFC revenue: \$568,047.00.

Brief description of proposed projects:
PFC Projects at Duluth International:

Acquire snow removal equipment, develop Airport Noise Overlay Zone (AOZ), energy improvements to terminal building HVAC system, PFC consultant fees.

PFC Project at Sky Harbor: Safety/security improvements. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: non-scheduled Part 135 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 Duluth Airport Authority Office.

Issued in Des Plaines, Illinois, on December 17, 1998.

Benito De Leon,

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

[FR Doc. 98-34165 Filed 12-23-98; 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 November 1998, there were six applications approved. This notice also

includes information on one application, approved in October 1998, inadvertently left off the October 1998 notice. Additionally, seven 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

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

Application Number: 98-05-C-00-RHI.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$20,500.

Earliest Charge Effective Date: January 1, 2001.

Estimated Charge Expiration Date: April 1, 2001.

Class of Air Carriers Not Required To Collect PFC's: Part 135 air taxis.

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 Rhinelander-Oneida County Airport.

Brief Description of Projects Approved for Collection and Use: Infrared aircraft deicing facility. PFC administration.

Decision Date: October 7, 1998.

FOR FURTHER INFORMATION CONTACT: Nancy M. Nistler, Minneapolis Airports District Office, (612) 713-4361.

Public Agency: City of Manchester, New Hampshire.

Application Number: 98-08-C-00-MHT.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$2,978,000.

Earliest Charge Effective Date: October 1, 2016.

Estimated Charge Expiration Date: April 1, 2017.

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

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 Manchester Airport.

Brief Description of Project Approved for Collection and Use: Relocate Kelly Road.

Decision Date: November 3, 1998.

FOR FURTHER INFORMATION CONTACT: Priscilla Scott, New England Region Airports Division, (781) 238-7614.

Public Agency: Hall County Airport Authority, Grand Island, Nebraska.

Application Number: 98-01-C-00-GRI.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$50,370.

Earliest Charge Effective Date: February 1, 1999.

Estimated Charge Expiration Date: April 1, 2000.

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

Brief Description of Projects Approved for Collection and Use:

Update airport master plan

Replace snowplow

Replace runway broom

Decision Date: November 6, 1998.

FOR FURTHER INFORMATION CONTACT: Lorna Sandridge, Central Region Airports Division, (816) 426-4730.

Public Agency: Monroe County, Rochester, New York.

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

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$10,778,889.

Earliest Charge Effective Date: April 1, 2004.

Estimated Charge Expiration Date: August 1, 2004.

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

Brief Description of Projects Approved for Collection and Use:

Taxiway E reconstruction and runway 4/22 connection

Aircraft rescue and firefighting (ARFF) station

Aircraft safety and security enhancements

Regional ARFF facility

Brief Description of Project Disapproved: ARFF equipment.

Determination: Disapproved. The FAA has determined that the proposed ARFF vehicle to be purchased in this project exceeds that required by part 139 and is ineligible in accordance with paragraph 562(b) of FAA Order 5100.38A, AIP (Airport Improvement Program) Handbook (October 24, 1989).

Decision Date: November 16, 1998.

FOR FURTHER INFORMATION CONTACT: Philip Brito, New York Airports District Office, (516) 227-3800.

Public Agency: Municipal Airport Authority, Fargo, North Dakota.

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

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$1,341,857.

Earliest Charge Effective Date: February 1, 2000.

Estimated Charge Expiration Date: September 1, 2002.

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 Hector International Airport.

Brief Description of Projects Approved for Collection and Use: Expand north general aviation apron.

Air cargo apron

Connecting taxiway

Access road

Apron lighting

Access road lighting

Taxiway lighting

Airfield signage

PFC development costs

Relocate airport beacon

Improve drainage at A4 and southeast general aviation apron

Rotary snowplow, 4000 to 5000 ton per hour capacity

Fixed blade truck with sander

Brief Description of projects Disapproved:

Fixed blade truck

Rehabilitate existing airport terminal access road lighting

Passenger boarding bridge

Determination: The FAA has determined that the public agency did not consult on alternative projects to this impose only project with the air carriers. The PFC statute requires that before submission of an application to impose a PFC under § 158.25(b), a public agency shall provide reasonable notice to, and an opportunity for consultation with, air carriers operating at the airport, (49 U.S.C. 40117(c)(2)). The consultation must provide air carriers with a description of projects and justifications for projects to be funded through the imposition of PFC's. See, Northwest Airlines, Inc. v. Federal Aviation Administration, 14 F. 3d 64 (D.C. Cir. 1994).

Decision Date: November 18, 1998.
FOR FURTHER INFORMATION CONTACT:
 Irene Porter, Bismarck Airports District Office, (701) 250-4385.
Public Agency: County of Gunnison, Gunnison, Colorado.
Application Number: 98-02-C-00-GUC.
Application Type: Impose and use a PFC.
PFC level: \$3.00.
Total PFC Revenue Approved in This Decision: \$619,631.
Earliest Charge Effective Date: December 1, 1999.
Estimated Charge Expiration Date: March 1, 2004.
Class of Air Carriers Not Required To Collect PFC's: None.
Brief Description of Projects Approved for Collection and Use:
 Planning studies
 Land acquisition terminal area (Treadway property)
 Land acquisition terminal area (B&L property)

Land acquisition terminal area (Hertz property)
 Land acquisition terminal area (Coleman property)
 Land acquisition terminal area (Percery property)
Brief Description of Projects Withdrawn: Snow removal equipment building and terminal entrance road (phase I).
Determination: This project was withdrawn by the public agency in its letter dated September 16, 1998. Therefore, the FAA will not rule on this project in this decision.
Decision Date: November 24, 1998.
FOR FURTHER INFORMATION CONTACT:
 Christopher Schaffer, Denver Airports District Office, (303) 342-1258.
Public Agency: State of Connecticut, Department of Transportation, Bureau of Aviation and Ports, Windsor Locks, Connecticut.
Application Number: 98-07-I-00-BDL.
Application Type: Impose a PFC.

PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$5,376,000.
Earliest Charge Effective Date: February 1, 1999.
Estimated Charge Expiration Date: November 1, 1999.
Class of Air Carriers Not Required To Collect PFC's: On-demand air taxi commercial operators.
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 Bradley International Airport.
Brief Description of Project Approved for Collection Only: Construction of airport snow equipment storage and maintenance building.
Decision Date: November 30, 1998.
FOR FURTHER INFORMATION CONTACT:
 Priscilla Scott, New England Region Airports Division. (781) 238-7614.

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
95-03-I-01-STT, St. Thomas, VI	10/05/98	\$3,342,000	\$4,342,000	12/01/98	12/01/99
96-05-U-01-STT, St. Thomas, VI	10/05/98	3,342,000	4,342,000	12/01/98	12/01/99
97-02-C-02-CRW, Charleston, WV	11/17/98	541,790	555,736	12/01/99	04/01/99
98-03-C-01-CRW, Charleston, WV	11/17/98	662,687	694,946	12/01/99	04/01/99
96-01-C-01-MDT, Harrisburg, PA	11/17/98	4,088,000	4,700,000	09/01/99	05/01/99
93-01-C-03-EUG, Eugene, OR	11/20/98	1,850,000	2,127,000	12/01/98	03/01/99
96-02-U-01-EUG, Eugene, OR	11/20/98	1,850,000	2,127,000	12/01/98	03/01/99

Issued in Washington, DC, on December 18, 1998.
Eric Gabler,
Manager, Passenger Facility Charge Branch.
 [FR Doc. 98-34163 Filed 12-23-98; 8:45 am]
 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement:
Jackson County, Oregon

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice of intent to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway improvement in the City of Medford, Jackson County, Oregon.

FOR FURTHER INFORMATION CONTACT:
 Ivan Marrero, Liaison Engineer Region 3, Federal Highway Administration,

Equitable Center, 530 Center Street, NE., Suite 100, Salem, Oregon 97301, Telephone: (503) 399-5749, Ivan.Marrero@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Oregon Department of Transportation (ODOT), will prepare an environmental impact statement (EIS) on a proposal to improve an 8.2 kilometer (5.1 mile) section of the Crater Lake Highway (State Highway 22/Oregon 62) in Medford, Oregon. This project is located between US Highway 99 in Medford and Oregon Highway 140 in White City (unincorporated), Oregon. Improvements are considered necessary to provide for existing and projected traffic demand and a safe and efficient highway meeting modern design standards. Alternatives being studied include major capacity improvements on the existing alignment, a new highway on new alignment, and the no-build alternative. All alternatives include TSM and TDM and access management measures. In conjunction with the

environmental impact study, a major investment study will be conducted as part of the EIS analysis.

Information describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have expressed or are known to have interest in this proposal. Public meetings will be held during project development and a public hearing will be held. No formal scoping meeting is planned at this time although local informational meetings have been held and additional meetings will be held. The draft EIS will be available for public and agency review and comments prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be