

On October 12, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Klamath Falls, Klamath Falls Airport, Oregon, 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 14, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March 1, 2000.

Proposed charge expiration date: October 1, 2009.

Total requested for use approval: \$787,521.

Brief description of proposed project: Airport master plan study; Taxiway extension project; Taxiway and apron reconstruction; Install Part 107 security gates; Reconstruct T—hanger taxiway; Seal coat runway 7/25; Taxiway, apron and access road construction; Construct perimeter fencing; Parking lot rehabilitation; Land acquisition; Terminal area improvements; Safety area study; Pavement maintenance study; Runway 7/25 safety area improvements; Acquire snow removal equipment; Acquire handicapped lift; and Runway safety area design and construction.

Class or classes of air carriers which 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 Klamath Falls Airport.

Issued in Renton, Washington on October 12, 1999.

David A. Field,

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

[FR Doc. 99-27503 Filed 10-20-99; 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 Minot International Airport, Minot, ND

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 Minot 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 November 22, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Mike Ryan, Airport Director, of the City of Minot, North Dakota at the following address: Minot International Airport, 25 Airport Road, Suite 10, Minot, North Dakota 58701-1457. Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Minot, North Dakota under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Irene R. Porter, Manager, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504, (701) 250-4385. 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 Minot 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 September 30, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Minot, North Dakota 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 December 29, 1999.

The following is a brief overview of the application.

PFC application number: 99-04-C-00-MOT.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: April 1, 2000.

Proposed charge expiration date: November 30, 2003.

Total estimated PFC revenue: \$757,551.00.

Brief description of proposed projects:

PFC Application/Administration; Acquire Two Passenger Loading Bridges; Acquire 1500 Gallon Airport Rescue and Fire Fighting (ARFF) Vehicle; Rehabilitate Porous Friction Course on Runways 13/31 and 8/26; Construct Blast Pads on Runway 13/31; Rehabilitate Taxiway C; Install Distance Remaining Signs & Relocate/Modify Signs; Construct Service Road; Acquire ARFF/Snow Removal Equipment (SRE)/Security Radios; Acquire 1500 Gallon ARFF Vehicle; Reconstruct and Mark Taxiway F; Install Access Control System; Install Security Fencing; Replace Segmented Circle, Rotating Beacon, and Install Airport Signs; Acquire SRE (Rotary Snow Blower); Upgrade Security System; and Rehabilitation Taxiway A.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operator (ATCO) Class Carriers filing FAA Form 1800-31.

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 Minot—Airport Directors offices at the Minot International Airport.

Issued in Des Plaines, Illinois on October 8, 1999.

Cameron Bryan,

Acting Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 99-27511 Filed 10-20-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Bronx County, NY

AGENCIES: Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT).

ACTION: Notice of intent.

SUMMARY: The FHWA and NYSDOT are issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Bronx County, New York.

FOR FURTHER INFORMATION CONTACT: Harold J. Brown, Division Administrator, Federal Highway Administration (FHWA) Leo O'Brian Federal Building—9th Floor, Albany, New York 12207—Telephone (518) 431-4127 or Richard Maitino, Regional Director, New York State Department of Transportation—Region 11 Office, Hunter's Point Plaza, 47-40 21st Street—8th Floor, Long Island City, New York 11101—Telephone: (718) 482-4526.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) and the New York City Department of Transportation (NYCDOT), will prepare an environmental impact statement (EIS) on a proposal to rehabilitate, reconstruct, or replace the Shore Road Bridge (a.k.a. Pelham Park bridge) over the Hutchison River on Shore Road in Bronx County, New York.

The Shore Road Bridge serves as a critical link in the traffic network for the area, being one of only two routes that carries traffic to and from City Island, Pelham Bay Park, and Orchard Beach. The Shore Road Bridge is also a highly visible, heavily used structure. Its replacement raises a number of environmental issues including effects on parkland, historic resources, water quality, natural resources, and hazardous materials contamination.

Improvements to the bridge are considered necessary to provide for the existing and projected traffic demand, provide for safety improvements (standard shoulders and upgraded sidewalks and bikeways), and because the nearly 100-year old bridge is suffering structural degradation. Alternatives under consideration include (1) taking no action; (2) using alternate travel modes; (3) rehabilitating the existing bridge, and (4) constructing a new replacement bridge. Incorporated into and studied with the various build alternatives will be design variations of bridge type (moveable or fixed), materials (concrete or steel), and alignment.

Letters 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 previously expressed or are known to have interest in this proposal.

A public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing on the draft EIS.

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 directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Authority: 23 USC, 315; 23 CFR 771.123.

Issued on: October 12, 1999.

Douglas P. Conlan,

District Engineer, FHWA, Albany, New York.
[FR Doc. 99-27451 Filed 10-20-99 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6352]

Notice of Receipt of Petition for Decision that Nonconforming 1987-1995 Nissan Pathfinder Multi-Purpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1987-1995 Nissan Pathfinder multi-purpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1987-1995 Nissan Pathfinder MPVs that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) They are substantially similar to vehicles that were originally manufactured for importation into, and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is November 22, 1999.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9 am to 5 pm].

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1987-1995 Nissan Pathfinder MPVs that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States. The vehicles which Champagne believes are substantially similar are 1987-1995 Nissan Pathfinder MPVs that were manufactured for importation into, and sale in the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1987-1995 Nissan Pathfinder MPVs to their U.S. certified counterparts, and found the vehicles to be substantially similar