

DATES: Comments must be received on or before December 16, 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.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert Vorpahl at the following address: Metropolitan Airports Commission, 6040 28th Avenue South, Minneapolis, Minnesota 55450.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Metropolitan Airports Commission under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Gordon Nelson, Program Manager, Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450, telephone (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 and use the revenue from a PFC at Minneapolis-St. Paul 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On October 29, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Metropolitan Airports Commission was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 12, 2000.

The following is a brief overview of the application.

PFC application number: 00-05-C-00-MSP.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 2000.

Proposed charge expiration date: March 1, 2003.

Total estimated PFC revenue: \$106,873,838.00.

Brief description of proposed projects: Runway 17 deicing pad site preparation; Runway 30L deicing pad; Runway 12R deicing pad; Runway 17/35 site preparation—1998; Runway 4/22 reconstruction—segment 3; Green Concourse apron construction—phase 1;

Green Concourse apron construction—phase 2; Humphrey Terminal development; Inbound/Outbound roadway realignment; Northwest Drive improvements; and Runway 30L safety area improvements.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) 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 Metropolitan Airports Commission office.

Issued in Des Plaines, IL, on November 9, 1999.

Benito De Leon,

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

[FR Doc. 99-29902 Filed 11-15-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application (99-02-C-00-SWF) to impose and use a passenger facility charge (PFC) at Stewart International Airport, Newburgh, NY

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 revenue from a PFC at Stewart 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before December 16, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Mr. Dan Vornea, Project Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. Hugh D. Jones, Airport Director, Stewart International Airport at the following address:

New York Department of Transportation, Stewart International Airport, 1035 First Street, New Windsor, NY 12553.

Air carriers and foreign air carriers may submit copies of written comments previously provided to New York State Department of Transportation under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Dan Vornea, Project Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530, (516) 227-3812. 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 revenue from a PFC at Stewart 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On November 8, 1999, the FAA determined that the application to impose and use revenue from a PFC submitted by the New York State Department of Transportation was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 7, 2000.

The following is a brief overview of the application.

Application number: 99-02-C-00-SWF.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: January 1, 2000.

Proposed charge expiration date: November 30, 2003.

Total estimated PFC revenue: \$4,558,000.

Brief description of proposed projects:

- Runway 9/27 Overlay
- Pavement Management Plan and Topographic Mapping
- Glycol Collection Improvements
- North Cargo Ramp Expansion
- Aircraft Ramps Rehabilitation

Class or classes of air carriers which the public agency has requested not be required to collect PFCs; Part 135 Air tax and par 121 Charter

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the New York Airports District Office located at:

600 Old Country Road, Suite 446,
Garden City, NY 11530.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the New York State Department of Transportation, Stewart International Airport.

Issued in Garden City, New York on November 9, 1999.

Philop Brito,

Manager, NYADO, Eastern Region.

[FR Doc. 99-29903 Filed 11-15-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Lincoln County, NM

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 a proposed highway project in Lincoln County, New Mexico.

FOR FURTHER INFORMATION CONTACT: Gregory D. Rawlings, Environmental Specialist, Federal Highway Administration, 604 W. San Mateo Road, Santa Fe, New Mexico 87505. Telephone: (505) 820-2027.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Mexico State Highway and Transportation Department, will prepare design location studies and an EIS for proposed improvements to U.S. Highway 70 (US 70) in Lincoln County, NM. US 70 provides an essential link between Interstate 10 and Interstate 40 across southeast New Mexico and is an important route for goods movement as well as local and regional mobility. US 70 serves as a primary access route to several major recreational sites in southeastern NM, including the Lincoln National Forest, White Sands National Monument, Valley of Fires Recreation Area, a downhill ski area, a gaming casino, Ruidoso Downs race track, and several major mountain resorts. The Mescalero Apache Reservation and three military installations (Holloman and Cannon Air Force bases and White Sands Missile Range) are also accessed by US 70.

The segment of US 70 being studied is between the communities of Ruidoso Downs and Riverside, a distance of 60.3 kilometers (37.5 miles), and includes the communities of Glencoe, San Patricio, Hondo, Tinnie, Picacho, and

Riverside. Short sections of the highway also cross through or are adjacent to the Lincoln National Forest. The existing highway consists of two travel lanes with several short segments of three lanes to provide for passing. The highway intersects many side roads and driveways through these communities.

Improvements to the existing highway are needed to: (1) Meet economic growth goals of the State; and (2) correct safety deficiencies associated with use and condition of the existing highway. Alternatives for consideration will include the No Action alternative and alternatives developed through the agency and public involvement process. Alternatives may include construction of acceleration, deceleration, and turning lanes; construction of additional travel lanes; and minor realignments of the existing highway to improve design deficiencies and avoid sensitive natural and cultural resources.

Preliminary scoping for the project began in May 1999 and included (1) A letter with introductory information sent to federal, state, and local agencies, Native American groups, public and private organizations, and individuals identified as potentially interested or affected parties; and (2) two public information meetings conducted in the project study area to solicit preliminary issues and concerns regarding the proposed action. A scoping letter describing the proposed action and a draft design location study will be sent to interested agencies followed by a formal agency scoping meeting planned for December 8, 1999. Additional public meetings will be held to discuss our intention to prepare an EIS. These meetings will also provide opportunity for public and agency input.

A public hearing will be held to present the findings of the Draft EIS (DEIS) during the public review period. The DEIS will be available for public and agency review and comment prior to the 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. Comment or questions concerning the proposed action and EIS should be directed to the FHWA at the address provided above.

(Catalogue of Federal Domestic Assistance Program Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities and 23 U.S.C. 315; 49 CFR 1.48 apply to this program.)

Issued on November 9, 1999.

Gregory D. Rawlings,

Environmental Specialist, Santa Fe, NM.

[FR Doc. 99-29829 Filed 11-15-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement/Joint Planning Advisory Group

AGENCY: Maritime Administration, DOT.

ACTION: Notice of meeting.

The Maritime Administration (MARAD) and United States Transportation Command announce a meeting of the Voluntary Intermodal Sealift Agreement (VISA) Joint Planning Advisory Group (JPAG) to: (1) develop VISA Business Rules and (2) begin exploring intermodal requirements. The nature of the meeting is unclassified. The meeting will be held in Airlifters' Hall, Bldg. P-40, Scott Air Force Base, IL on December 14, 1999 from 8 a.m. to 4 p.m. and December 15, 1999 from 8 a.m. to 12 p.m. A synopsis of the meeting will be published following the meeting.

The full text of the VISA program is published in the **Federal Register** issue of February 18, 1999 at 64 FR 8214-8222. One of the program requirements is that MARAD periodically publish a list of VISA participants in the **Federal Register**. As of October 1, 1999, the following commercial U.S.-flag vessel operators were enrolled in VISA with MARAD: Alaska Cargo Transport, Inc.; American Automar, Inc.; American President Lines, Ltd.; American Roll-On Roll-Off Carrier, LLC; American Ship Management, LLC; Automar International Car Carrier, Inc.; Beyel Brothers Inc.; Central Gulf Lines, Inc.; Cook Inlet Marine; Crowley American Transport, Inc.; Crowley Marine Services, Inc.; Dixie Fuels II, Limited; Double Eagle Marine, Inc./Caribe USA, Inc.; Farrell Lines Incorporated; First American Bulk Carrier Corp.; First Ocean Bulk Carrier-I, LLC; First Ocean Bulk Carrier-II, LLC; First Ocean Bulk Carrier-III, LLC; Foss Maritime Company; Gimrock Maritime, Inc.; Liberty Shipping Group Limited Partnership; Lykes Lines Limited, L.L.C.; Lynden Incorporated; Maersk Line, Limited; Matson Navigation Company, Inc.; Maybank Navigation Company, LLC; McAllister Towing & Transportation Company, Inc.; Moby Marine Corporation; NPR, Inc.; OSG Car Carriers, Inc.; Osprey Shipholding