

Environmental Quality (CEQ) regulations at 40 CFR 1502.20. The Tier 1 document will be a detailed document with a comprehensive, in-depth analysis of alternative corridors. The Tier 1 document will involve extensive environmental studies, as well as transportation studies, economic impact studies, and cost analysis. This document will provide the basis for FHWA to grant corridor location approval for a specific corridor.

The Tier 2 documents will be a series of smaller studies for individual sections of the corridor. These sections of the corridor would have independent utility—i.e., each section could serve a useful transportation purpose by itself. Within each section of the corridor, specific alignments would be identified and evaluated based upon their social, economic and environmental impacts. The Tier 2 documents would be more closely tailored to address the needs of the communities located within each project section.

A scoping meeting will be held for the regulatory agencies followed by several public scoping meetings held at various locations in the project area. Early Coordination letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. As part of the process, public hearings will also be held. Public notice will be given as to the time and place of the meetings and hearings. The public hearings will be held after the draft EIS is available for review.

To ensure that the full range of issues related to this proposed action is addressed and any significant impacts are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and this Tier 1 EIS should be directed to the FHWA or the INDOT at the address provided above.

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

Issued on: December 21, 1999.

Lawrence M. Heil,

Planning and Program Development Manager, Indianapolis, IN.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Tippecanoe, Carroll and Cass Counties, Indiana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of scoping meeting.

SUMMARY: The FHWA is issuing an announcement to the public that a Scoping Meeting will take place in regards to the environmental document for a proposed transportation project in Tippecanoe, Carroll and Cass Counties, Indiana to improve and/or relocate SR 25 from Lafayette to Logansport, a distance of approximately 54 kilometers (34 miles). The meeting will be held on Tuesday, February 15, 2000 at 8:00 a.m. in the Radisson Inn Lafayette Meeting Room, located at 4343 State Road 26 East, Lafayette, Indiana.

FOR FURTHER INFORMATION CONTACT:

Larry Heil, Planning and Program Development Manager, Federal Highway Administrator, Room 254, Federal Office Building, 575 North Pennsylvania Street, Indianapolis, Indiana 46204, Telephone (317) 226–7491.

SUPPLEMENTARY INFORMATION: The purpose of the scoping meeting is to invite local, State, and Federal agencies to help identify issues that may impact the proposed project. Scoping is intended to ensure that problems are identified early and properly studied, that issues of little significance do not consume time and effort, that the draft EIS is thorough and balanced, and that delays occasioned by an inadequate draft EIS is avoided. The scoping process should identify the public and agency concerns; clearly define the environmental issues and alternatives to be examined in the EIS including the elimination of nonsignificant issues; identify related issues which originate from separate legislation, regulation, or Executive Order (e.g., historic preservation or endangered species concerns); and identify state and local agency requirements which must be addressed.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the environmental document should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning

and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: December 21, 1999.

Lawrence M. Heil,

Planning and Program Development Manager, Indianapolis, Indiana

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DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Part 249 Preservation of Air Carrier Records

AGENCY: Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 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 DOT requiring certificated air carriers to preserve accounting records, consumer complaint letters, reservation reports and records, system reports of aircraft movements, etc.

DATES: Written comments should be submitted by March 6, 2000.

ADDRESSES: Comments should be directed to: Office of Airline Information, K–25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001, FAX NO. (202) 366–3383, or EMAIL bernard.stankus@bts.gov.

COMMENTS: Comments should identify the OMB # 2138–0006 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138–0006. The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT:

Bernie Stankus, Office of Airline Information, K–25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590–0001, (202) 366–4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138–0006

Title: Preservation of Air Carrier Records Part 249.

Form No.: None.

Type of Review: Extension of a currently approved recordkeeping requirement:

Respondents: Certificated air carriers and public charter operators.

Number of Respondents: 130 certificated air carriers 350 public charter operators.

Total Annual Burden: 688 hours.

Needs and Uses: Part 249 requires the retention of such records as general and subsidiary ledgers, journals and journal vouchers, voucher distribution registers, accounts receivable and payable journals and ledgers, subsidy records documenting underlying financial and statistical reports to the Department, funds reports, consumer records, sales reports, auditors' and flight coupons, air waybills, etc. Depending on the nature of the document, it may be retained for a period of 30 days to 3 years. Public charter operators and overseas military personnel charter operators must retain documents which evidence or reflect deposits made by each charter participant and commissions received by, paid to, or deducted by travel agents, and all statements, invoices, bills and receipts from suppliers or furnishers of goods and services in connection with the tour or charter. These records are retained for 6 months after completion of the charter program.

Not only is it imperative that carriers and charter operators retain source documentation, but it is critical that we ensure that DOT has access to these records. Given DOT's established information needs for such reports, the underlying support documentation must be retained for a reasonable period of time. Absent the retention requirements, the documentary support for such reports may or may not exist for audit/validation purposes and the relevance and usefulness of carrier submissions would be impaired, since the data could not be verified to the source on a test basis.

Donald W. Bright,

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

[FR Doc. 00-161 Filed 1-4-00; 8:45 am]

BILLING CODE 4910-FE-P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Report of Financial and Operating Statistics for Small Aircraft Operators—Form 298-C

AGENCY: Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 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 BTS collecting financial, traffic and operating statistics from small certificated and commuter air carriers. Small certificated air carriers (operate aircraft with 60 seats or less or with 18,000 pounds of payload capacity or less) must file the five quarterly schedules listed below:

A-1 *Report of Flight and Traffic Statistics in Scheduled Passenger Operations,*

E-1 *Report of Nonscheduled Passenger Enplanements by Small Certificated Air Carriers,*

F-1 *Report of Financial Data,*

F-2 *Report of Aircraft Operating Expenses and Related Statistics,* and

T-1 *Report of Revenue Traffic by On-Line Origin and Destination.*

Commuter air carriers must file the three quarterly schedules listed below:

A-1 *Report of Flight and Traffic Statistics in Scheduled Passenger Operations,*

F-1 *Report of Financial Data,* and

T-1 *Report of Revenue Traffic by On-Line Origin and Destination.*

Commenters should address whether BTS accurately estimated the reporting burden and if there are other ways to enhance the quality, utility and clarity of the information collected.

DATES: Written comments should be submitted by March 6, 2000.

ADDRESSES: Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001, fax # (202) 366-3383, or email bernard.stankus@bts.gov.

COMMENTS: Comments should identify the OMB # 2138-0009 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138-0009. The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT:

Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh

Street, SW., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0009

Title: Report of Financial and Operating Statistics for Small Aircraft Operators—Form 298-C.

Form No.: 298-C.

Type of Review: Extension of a currently approved collection.

Respondents: Small certificated and commuter air carriers.

Number of Respondents: 100.

Estimated Time Per Response: 16 hours for small certificated, 7 hours for commuters.

Total Annual Burden: 5,000 hours.

Needs and Uses: Program Uses of Form 298-C Data.

Mail Rates

The Department of Transportation (DOT) sets and updates the Intra-Alaska Bush mail rates based on carrier expense, traffic, and operational data. Form 298-C cost data, especially fuel costs, terminal expenses, and line haul expenses are used in arriving at rate levels. DOT revises the established rates based on the percentage of unit cost changes in the carriers' operations. These updating procedures have resulted in the carriers receiving rates of compensation that more closely parallel their costs of providing mail service and contribute to the carriers' economic well-being.

Essential Air Service

DOT also must determine a community's eligibility as an essential air service (EAS) point. If the community qualifies as an EAS point, a determination is made as to what level of service the community is entitled and how much, if any, compensation must be paid to air carriers that provide the service.

After DOT has determined that a community is eligible to receive EAS, DOT often has to select a carrier to provide the service. Some of the carrier selection criteria are historic presence in the community, reliability of carrier service, financial stability of the carrier, and carrier cost structure.

Carrier Fitness

Fitness determinations are made for both new entrants and established U.S. domestic carriers proposing a substantial change in operations. A portion of these applications consists of an operating plan for the first year (14 CFR Part 204) and an associated projection of revenues and expenses. The carrier's operating costs, included in these projections, are compared against the cost data in the Form 298-