

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

RIN 2120-AA64

Draft Environmental Assessment for Rerouting Regional Jet and Turboprop Aircraft**AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Notice of Availability of a Draft Environmental Assessment.

SUMMARY: The Federal Aviation Administration (FAA) is making available for comment a Draft Environmental Assessment (EA) regarding the proposed rerouting of regional jet and turboprop aircraft within airspace controlled by the new Boston Consolidated TRACON. The FAA is preparing the EA to comply with Environmental Quality Regulations, 40 CFR parts 1500-1508, and FAA Order 1050.1E, Policies and Procedures for Considering Environmental Impacts.

DATES: Comments must be received on or before July 29, 2004.

ADDRESSES: Send all comments on to Ms. Terry Flieger, Environmental Specialist, Federal Aviation Administration, Air Traffic Organization, 12 New England Executive Park, Burlington MA 01803.

FOR FURTHER INFORMATION CONTACT: Ms. Terry Flieger, Environmental Specialist, Air Traffic Organization, at the above address, telephone: 781-238-7524, fax: 781-238-7585, or Mr. Christopher DePaolo, Air Traffic Control Specialist, Air Traffic Organization, at the above address, telephone: 781-238-7533, fax: 781-238-7585.

SUPPLEMENTARY INFORMATION: The FAA is making available the Draft Environmental Assessment (EA) for the proposed rerouting of regional jet (RJ) and turboprop (TP) aircraft approaching Boston-Logan (BOS) from the east. The proposal will route these aircraft along an existing TP route approaching BOS from the north. A Draft Environmental Assessment has been prepared and is now available for public review and comment. An electronic version of the document can be found on the following Internet address: www.faa.gov/programs/en/ane/noise under the heading Public Notices. The FAA will carefully review all comments received by the date published in the **DATES** section of this notice.

Issued in Burlington, Massachusetts, on June 16, 2004.

William C. Yuknewicz,

Acting Manager, Air Traffic Organization, FAA, New England Region.

[FR Doc. 04-14635 Filed 6-25-04; 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 May 2004, there was one application approved. This notice also includes information on one application, approved in April 2004, inadvertently left off the April 2004 notice. Additionally, one approved amendment to a previously approved application is 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: Scotts Bluff County Airport Authority, Scottsbluff, Nebraska.

Application Number: 04-02-C-00-BFF.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$112,700.

Earliest Charge Effective Date: July 1, 2004.

Estimated Charge Expiration Date: April 1, 2007.

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

Brief Description of Project Approved For Collection and Use: Construct new terminal.

Decision Date: April 27, 2004.

FOR FURTHER INFORMATION CONTACT: Lorna K. Sandridge, Central Region Airport Division, (816) 329-2641.

Public Agency: Central West Virginia Regional Airport Authority, Charleston, West Virginia.

Application Number: 04-09-C-00-CRW.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$6,426,159.

Earliest Charge Effective Date: February 1, 2006.

Estimated Charge Expiration Date: March 1, 2011.

Classes of Air Carriers Not Required To Collect PFC'S:

(1) Charter operators for hire to the general public under Part 135; (2) charter operators for hire to the general public under Part 121; (3) non-signatory and non-scheduled air carriers.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that each proposed class accounts for less than 1 percent of the total annual placements at Yeager Airport.

Brief Description of Projects Approved for Collection and Use:

Runway 5 safety area improvements. Runway 23 safety area improvements. Airport drainage.

Acquire loading bridges for gates A, B and C4.

Acquire security vehicle.

Main terminal building emergency generator.

Main terminal building fire suppression system.

Main terminal building expansion at gate 10.

Acquire loading bridge for gate 10.

Runway 15/33 seal coat.

General aviation apron seal coat.

Environmental assessment for runway 5 protection zone land acquisition and obstruction removal.

Acquire snow removal equipment (two plows with spreaders).

Acquire snow removal equipment (broom).

Brief Description of Projects Approved for Collection:

Runway 5 obstruction removal.

Runway 5 protection zone land acquisition.

Rehabilitate taxiways A and B.

Decision Date: May 17, 2004.

FOR FURTHER INFORMATION CONTACT:

Larry F. Clark, Beckley Airports District Office, (304) 252-6216.

Amendment 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
01-03-C-02-LIT Little Rock, AR	05/14/04	\$15,986,750	\$18,850,300	04/01/15	08/01/05

Issued in Washington, DC on June 18, 2004.

JoAnn Horne,

Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 04-14522 Filed 6-25-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of Supplemental Environmental Impact Statement on the Silver Line Phase III, Boston, MA

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare a Supplemental Environmental Impact Statement (SEIS).

SUMMARY: The Federal Transit Administration (FTA) and the Massachusetts Bay Transportation Authority (MBTA) intend to prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and a Supplemental Environmental Impact Report (SEIR) in accordance with the Massachusetts Environmental Policy Act (MEPA) for Phase III of the Silver Line. The Silver Line is comprised of two formerly separate MBTA bus rapid transit (BRT) projects: the South Boston Piers Transitway (now Silver Line Phase II), providing service from downtown Boston to the South Boston Waterfront area and Logan International Airport, and the Washington Street Replacement Transit Service (now Silver Line Phase I), extending from Dudley Square to downtown Boston. Phase III will connect Silver Line Phases I and II and will run from South Station to Washington Street along Essex and Boylston Streets. Two new Silver Line Stations are proposed: at Boylston Station (connecting to the MBTA Green Line) and Chinatown Station (connecting to the MBTA Orange Line). Alternative alignments for the tunnel extension to the portal connection to Washington Street will be evaluated in the SEIS.

Phase III of the Silver Line incorporates what had originally been the second phase of the South Boston Piers Transitway, a tunnel connection

between South Station and Boylston Station. An alignment for this phase, extending from South Station along Essex Street, Avenue de Lafayette, and Avery/Tremont Streets to Boylston Station terminating in a loop underneath the Boston Common Central Burying Ground, was reviewed and approved as part of the 1993 *South Boston Piers/Fort Point Channel Transit Project Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR)*. The FTA issued its Record of Decision (ROD) for the Full Build Alternative of the South Boston Piers Transitway Project (which was intended to be built in two phases) on May 12, 1994. The initial phase of the Transitway project (now Phase II of the Silver Line) is currently under construction between South Station and the South Boston waterfront. This SEIS will evaluate the alignment modifications from South Station (where it will connect to the Phase II tunnel) to Boylston Station and the alternative tunnel alignment and portal locations for the connection to Phase I of the Silver Line, which is currently providing service on Washington Street.

DATES: A Public Hearing will be held Wednesday, July 14, 2004 at 7 p.m. at the Renaissance School at 250 Stuart Street, Boston, Massachusetts. Written Comments on the scope of the SEIS should be sent to Mr. Andrew Brennan no later than Friday, July 30, 2004. See **ADDRESSES** below.

ADDRESSES: Written comments should be sent to Mr. Andrew Brennan, Director of Environmental Affairs, Massachusetts Bay Transportation Authority, 10 Park Plaza, Room 6720, Boston, MA 02116. Phone No. 617-222-3126.

FOR FURTHER INFORMATION CONTACT: Donna Laidley, Federal Transit Administration, Region 1, 55 Broadway, Kendall Square, Cambridge, MA 02142, Phone No. 617-494-2484. Project Information can also be found on the MBTA's Web site at www.allaboutsilverline.com.

SUPPLEMENTARY INFORMATION:

I. Public Comment

FTA and MBTA will establish the scope of the SEIS for Silver Line Phase III after consulting with Federal, State, and local resource and regulatory

agencies through meetings and correspondence, and after hearing from the general public. Interested individuals, organizations, and agencies are invited to comment on the alternatives to be evaluated and related issues of concern. Written comments on the alternatives and potential impacts to be considered should be sent to Andrew Brennan at the MBTA.

II. Alternatives

A preferred alternative for the core tunnel segment has been selected. This core tunnel segment connects to the existing Silver Line Phase II tunnel in Atlantic Avenue, near South Station. The tunnel extends down Essex and Boylston Street to a turnaround loop under the intersection of Charles and Boylston Streets. Two new underground Silver Line stations at Chinatown and Boylston Street will be provided. The core tunnel segment is substantially similar to the project that was reviewed in the prior 1993 FEIS/FEIR, for which the FTA issued a ROD, and the Massachusetts Executive Office of Environmental Affairs (EOEA) issued a Certificate of Adequacy.

The preferred portal location and tunnel alignment connecting the core tunnel segment to the portal have not been selected at this point. The public comment process will provide input into the analysis of alternatives, following which a preferred portal location and tunnel alignment alternative will be selected through the SEIS process. The FTA and the MBTA propose that the following alternatives be considered in the SEIS:

Alternative 1: No-Action

This Alternative assumes existing conditions within the Silver Line Phase III corridor, and that Silver Line Phase I and Phase II would operate as independent services. This alternative further assumes no transit investment in the corridor, and therefore avoids any impacts or benefits associated with the Build Alternatives. It serves as the NEPA baseline against which the transportation, environmental and community impacts of the other alternatives are compared. The No Action Alternative further consists of the transportation network contained in the Regional Transportation Plan for the year 2025.