

Document, Thursday, September 30: (8) Subgroup 3, continuation of previous day's discussions. Friday, October 1: Closing Plenary Session: (9) Summary of Subgroups 2 and 3 Meetings; (10) Assign Tasks; (11) Other Business; (12) Dates and Locations of Next Meetings; (13) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Washington, DC, 20036; (202) 833-9339 (phone), (202) 833-9434 (fax), or <http://www.rtca.org> (web site) or Mr. Tony Henley, Point of Conduct on Site at 011-44-1634 84 44 00 (phone), or 011-44-1634 81 67 21 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 30, 1999.

Janice L. Peters,

Designated Official.

[FR Doc. 99-23022 Filed 9-2-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (99-03-C-00-ASE) to Impose and Use the Revenue from a Passenger Facility Charge (PFC) at the Aspen/Pitkin County Airport, Submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen, Colorado

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 PFC revenue at the Aspen/Pitkin County Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before October 4, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 East 68th Avenue, Suite 224; Denver, Colorado 80249-6361.

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

be mailed or delivered to Mr. David C. Gordon, Interim Airport Director, at the following address: 0233 East Airport Road, Suite A, Aspen, Colorado 81611.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the Aspen/Pitkin County Airport, under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher J. Schaffer, (303) 342-1258 Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 East 68th Avenue, Suite 224; Denver, Colorado 80249-6361. 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 (99-03-C-00-ASE) to impose and use PFC revenue at the Aspen/Pitkin County Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 27, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Pitkin, Aspen/Pitkin County Airport, Aspen, Colorado, was substantially complete with the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 1, 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, 2002.

Total requested for use approval: \$1,424,000.

Brief description of proposed projects: Purchase Airport Sweeper, Overlay Airport Frontage Road, and Land Acquisition.

Class or classes of air carriers, which the public agency has requested not be required to collect PFC's: All air taxi/commercial operators filing FAA Form 1800-31.

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 SW, Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the applications, notice and other documents germane to the application in person at the Aspen/Pitkin County Airport.

Issued in Renton, Washington, on August 27, 1999.

David A. Field,

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

[FR Doc. 99-23023 Filed 9-2-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: SR 104—Kingston Ferry Terminal (Kitsap County) to the SR 104/101 I/C (Jefferson County), Washington; Notice of Intent/Notice of Scoping

AGENCY: Federal Highway Administration (FHWA), USDOT, in cooperation with Washington State Department of Transportation (WSDOT).

ACTION: Notice of intent and notice of scoping.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared to evaluate potential solutions to identified safety problems and traffic congestion along SR 104 in Kitsap and Jefferson Counties, Washington.

FOR FURTHER INFORMATION CONTACT: Gene Fong/Jim Leonard, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, Telephone: (360) 753-9413/9408; or Gary Demich/Cassandra Brotherton, Washington State Department of Transportation, Olympia Region, PO Box 47440, Tumwater, WA 98504-7440, Telephone (360) 357-2605/2722.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the WSDOT, will prepare an Environmental Impact Statement (EIS) on alternative solutions that can reduce the accident rate and provide additional capacity to meet current and future needs along a 24.5 mile stretch of the State Route 104 corridor on the Olympia Peninsula. The SR 104 project is a National Environmental Policy Act (NEPA) "pilot" project, intended to evaluate and improve the application of the NEPA process. The "pilot" process was developed cooperatively by Washington State and Federal agencies, and is jointly sponsored by Washington State Department of Transportation and FHWA.

The primary need in the SR 104 corridor is to provide multi-modal transportation linkage to the Kitsap and Olympic Peninsulas that enables safe, efficient and economical movement of