

pursue license renewal. Under the no action alternative the plant would cease to produce power and TVA would choose one of the decommissioning options. Under this alternative, the power no longer being produced by Browns Ferry may or may not be generated or obtained by other means.

### Preliminary Identification of Environmental Issues

This SEIS will discuss the need to continue to operate the plant and will describe the existing environmental, cultural, recreational, and socioeconomic resources. The SEIS will consider the potential environmental impacts resulting from refurbishment, operation and maintenance of the existing facilities, as well as any additional impacts from returning Unit 1 to service. TVA's evaluation of environmental impacts to resources will include, but not necessarily be limited to, the potential impacts on air quality, surface and ground water quality and resources, vegetation, wildlife, aquatic ecology, endangered and threatened species, floodplains, wetlands and wetland wildlife, aesthetics and visual resources, land use, cultural and historic resources, light, noise, socioeconomic, transportation, spent fuel management, and radiological impacts. These concerns and other important issues identified during the scoping process will be addressed as appropriate in the SEIS.

Additionally, TVA will review the Generic Environmental Impact Statement for License Renewal of Nuclear Plants (GEIS), NUREG-1437, in which the U.S. Nuclear Regulatory Commission (NRC) considered the environmental effects of renewing nuclear power plant operating licenses for a 20-year period (results are codified in 10 CFR Part 51). The GEIS identifies 92 environmental issues and reaches generic conclusions on environmental impacts for 69 of those issues that apply to all plants or to plants with specific design or site characteristics. It is expected that the generic assessment in NRC's EIS would be relevant to the assessment of impacts of the proposed actions at the Browns Ferry Plant. Information from NRC's EIS that is relevant to the current assessment would be incorporated by reference following the procedures described in 40 CFR 1502.21. Alternatively, TVA may choose to tier off this EIS after first adopting this EIS in accordance with 40 CFR 1506.3. Additional plant-specific review would likely be necessary for the remaining issues, which are encompassed by the range of resource issue areas identified above.

### Public Participation

This Supplemental Environmental Impact Statement (SEIS) is being prepared to provide the public an opportunity to provide input to TVA's assessment of the environmental impacts of the suite of proposals at BFN including the request for license renewal and the possible return to service of Unit 1. The SEIS will also serve to inform the public and the decision-makers of the reasonable alternatives that would minimize adverse impacts.

The scoping process will include both interagency and public scoping. The agencies expected to participate in interagency scoping include the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, various State of Alabama agencies including the Department of Environmental Management, and other federal, state and local agencies as appropriate.

The public is invited to submit written comments or e-mail comments on the scope of this SEIS no later than the date given under the **DATES** section of this notice.

Comments may also be provided in an oral or written format at the public scoping meeting. TVA will conduct a public meeting on the scope of the SEIS in Limestone County, Alabama, on Tuesday, March 6, 2001. The meeting will be held at the Aerospace Technology Building Auditorium on the campus of Calhoun State Community College on Highway 31 North. Registration for the meeting will be from 6 to 6:30 p.m. There will be visual displays and information handouts available during the registration period. The meeting will begin with brief presentations by TVA staff explaining the SEIS process and the proposed license renewal project. Following these presentations there will be group discussions facilitated by staff of TVA and Calhoun State Community College to record the issues and concerns that the public believes should be considered in the SEIS.

Upon consideration of the scoping comments, TVA will develop alternatives and identify important environmental issues to be addressed in the SEIS. Following analysis of the environmental consequences of each alternative, TVA will prepare a draft SEIS for public review and comment. Notice of availability of the draft SEIS will be published in the **Federal Register**. TVA will solicit written comments on the draft SEIS through this **Federal Register** notice. Any meetings that are scheduled to comment on the draft SEIS will be announced by TVA.

TVA expects to release a final SEIS by January 2002.

Dated: February 9, 2001.

**Kathryn J. Jackson,**

*Executive Vice President, River System Operations & Environment.*

[FR Doc. 01-3823 Filed 2-14-01; 8:45 am]

**BILLING CODE 8120-08-U**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Request From the Office of Management and Budget (OMB) of Six Current Public Collections of Information

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on six currently approved public information collections which will be submitted to OMB for renewal.

**DATES:** Comments must be received on or before April 16, 2001.

**ADDRESSES:** Comments may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judy Street at the above address or on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:** the FAA solicits comments on the following six current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection. Following are short synopses of the information collection activities which will be submitted to OMB for review and request for renewal:

1. 2120-0001, Notice of Proposed Construction or Alteration and Notice of Actual Construction or Alteration, and Project Status Request. Federal regulations require all persons to report proposed or actual construction/alteration of structures affecting air safety. The reporting requirements as prescribed in 14 CFR Part 77 affects any persons or business planning to construct or alter a structure that may affect air safety. The information is used to ensure the safe and efficient use of the navigable airspace by aircraft. The

current estimated annual reporting burden on the public is 8,820 hours.

2. 2120-0022, Certification: Mechanics Repairmen, Parachute Riggers, and Inspection Authorizations, FAR-65. FAR part 65 prescribes rules governing the issuance of certificates and associated rating for mechanics, repairmen, parachute riggers, and the issuance of inspection authorizations. The current estimated annual burden is 28,943 hours.

3. 2120-0056, Report of Inspections Required by Airworthiness Directives. The Airworthiness Directive (AD) is the medium used by the FAA to provide notice to aircraft owners and operators that an unsafe condition exists and to prescribe the conditions and/or limitations, including inspections, under which the product may continue to be operated. AD's are issued to require corrective action to correct unsafe conditions in aircraft engines, propellers, and appliances. Reports of inspections are often needed when emergency corrective action is taken to determine if the action was adequate to correct the unsafe condition. The respondents are an estimated 81,000 owners/operators. The current estimated annual burden is 6,771 hours.

4. 2120-0101, Physiological training. This report is necessary to establish qualifications of eligibility to receive voluntary physiological training and will be used as proper evidence of training. An application form is completed by pilots and crewmembers as a request to receive voluntary physiological training. The current estimated annual burden is 5,500 hours.

5. 2120-0524, High Density Traffic airports; Slot Allocation and Transfer Methods. The information collection requirements of the rule involve the air carriers or commuter operators notifying the FAA of their current and planned activities regarding use of the arrival and departure slots at the high-density airports. The FAA logs, verifies, and processes the requests made by the operators. This information is used to allocate and withdraw takeoff and landing slots at the high-density airports, and confirms transfers of slots made among the operators. The current estimated annual burden is 2,581 hours.

6. 2120-0628, Employment History Verification, and Criminal History Records Check. The rule requires screeners and their supervisors to complete employment background checks. The current estimated annual burden is 2,969 hours.

Issued in Washington, DC, on February 9, 2001.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

[FR Doc. 01-3899 Filed 2-14-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application 01-05-C-00-ABE To Impose and Use Revenue From a Passenger Facility Charge (PFC) at the Lehigh Valley International Airport, Allentown, PA

**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 the Lehigh Valley 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 March 19, 2001.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Harrisburg Airports District Office, 3911 Hartzdale Drive, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. George Doughty, Airport Director, Lehigh Valley International Airport, at the following address: 3311 Airport Road, Allentown, PA 18103.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Lehigh-Northampton Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Patrick J. Sullivan, Team Leader, Airports District Office, 3911 Hartzdale Drive, Camp Hill, Pennsylvania, (717) 730-2832. The application may be reviewed in person at the 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 the Lehigh Valley 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 February 8, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Lehigh-Northampton Airport Authority 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 May 10, 2001.

The following is a brief overview of the application.

*PFC Application No.:* 01-05-C-00-ABE.

*Level of the Proposed PFC:* \$3.00.

*Proposed Charge Effective Date:* June 1, 2001.

*Proposed Charge Expiration Date:* June 1, 2003.

*Total Estimated PFC Revenue:* \$2,807,573.

*Brief Description of Proposed Project(s):*

- Land Acquisition R/W 24—Noise-Toye Settlement
- Land Acquisition R/W 24 RPZ—Piechota, Stahley, FeastaPizza, Fegley Electronics
- Land Acquisition R/W 13 Approach—Sovereign Bank/ABE Industrial
- Land Acquisition R/W 24 Noise—Mobile Homes
- Land Acquisition R/W 13 Approach—Willow Brook/Willow Brook East
- Land Acquisition R/W 24 RPZ—Dr. Prah and Partridge Peartree
- Install Mimic Panel
- Purchase ARFF Vehicle
- Conduct Master Plan
- Rehabilitate R/W 6-24
- Construct Air Cargo Apron
- Install Noise Monitoring System
- Conduct Part 150 Study
- Construct RON Apron

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing form 18-31.

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: 1 Aviation Plaza, Airports Division, AEA-610, Jamaica, New York, 11434-4809.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the offices of the Lehigh-Northampton Airport Authority.