

renovation, perimeter road environmental assessment, aircraft apron rehabilitation, aircraft apron expansion.

Use: Replace snow removal equipment blower, acquire airfield sweeper and land acquisition.

Impose Only: Replace snow removal equipment plow truck and aircraft deicing equipment.

Class or classes of air carriers which the public agency has requested to be required to collect PFCs: Air Taxi/ Commercial Operators filing FAA Form 1800-31 be exempt from collecting PFC.

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 Pellston Regional Airport of Emmet County.

Issued in Des Plaines, Illinois on June 12, 2001.

Robert Benko,

Acting Manager, Planning and Programming Branch, Aircraft Division, Great Lakes Region.

[FR Doc. 01-15344 Filed 6-15-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 01-01-C-00-PIT to Impose and Use Revenue from a Passenger Facility Charge (PFC) at the Pittsburgh International Airport, Pittsburgh, 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 application to impose and use the revenue from a PFC at the Pittsburgh 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 July 18, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Harrisburg Airports District Office, Slate Hill Business Park, Camp Hill, PA 17911.

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

be mailed or delivered to Kent George, Executive Director, Allegheny County Airport Authority at the following address: 1000 Airport Boulevard, Suite 4000, Pittsburgh, PA 15231-0370.

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

FOR FURTHER INFORMATION CONTACT:

Patrick J. Sullivan, Team Leader, Airports District Office, 3911 Hartzdale Drive, 717-730-2832. 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 the Pittsburgh 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 June 11, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Allegheny County 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 September 26, 2001.

The following is a brief overview of the application.

PFC Application No.: 01-01-C-00-PIT.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 2001.

Proposed charge expiration date: August 1, 2006.

Total estimated PFC revenue: \$121,093,050.

Brief description of proposed project(s):

- Runway 10L Rehabilitation and Safety Area Improvement
- Expand and Upgrade Deicing Facilities
- Install Non-exclusive Baggage Devices
- Residential Sound Insulation-Phases 5 and 6
- Rehabilitate Taxiways F and P
- Relocate Electrical Vault-R/W 10R-28L
- Install R/W 14-32 Lighting and Miscellaneous Airfield Lighting
- Asphalt/Concrete Rehabilitation Program-Taxiways and Aprons
- Asphalt/Concrete Rehabilitation Program-Terminal Roadway
- Master Plan Update
- Acquire Snow Removal Equipment

- Acquire ARFF Equipment
- Acquire Part 107 Police Equipment
- Acquire Part 139 Airfield Equipment
- Construct Part 139 Command Center Phase 1
- Command Center and Equipment—Phase 2
- Widen Taxiway Y
- Design Relocation of Taxiway E
- Construct Snow Removal Equipment Storage Building
- Replace Airfield Sand/Chemical Storage Dome
- Install Midfield HVAC Uninterrupted Power Supply
- Construct Moving Walkway Concourse D
- Mineral Estates Condemnation Program
- Install Public Roadway Signage
- Install Public Walkway Canopies
- Install Public Information Center
- Improve Runway Safety Areas—R/W 10L-28R, 10R-28L
- Acquire Airfield Driving Training Simulator
- Environmental Assessment Mitigation
- Upgrade and Expand Surface Sensor System
- Replace Security Fence
- Improve Fire System Pumphouse Facilities and Systems
- FAA Competition Plan
- PFC Application Development

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-scheduled, on-demand air carriers 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: FAA, Airports Division, AEA-610, 1 Aviation Plaza, 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 Allegheny County Airport Authority.

Issued in Camp Hill, Pennsylvania, on June 11, 2001.

Sharon A. Daboin,

Manager, HAR ADO, Eastern Region.

[FR Doc. 01-15343 Filed 6-15-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Controlled Substances and Alcohol Testing Management Information System (MIS) Statistical Data

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice.

SUMMARY: The FMCSA announces the motor carrier industry's 1999 controlled substances and alcohol usage rates based on testing data submitted by a random sample of motor carriers. The positive rate for controlled substances was 1.3 percent in calendar year 1999. The alcohol "violation" rate was 0.2 percent in 1999. Because the positive rate from controlled substances testing has remained above 1.0 percent during this same period, the FMCSA will maintain the random controlled substances testing rate for calendar year 2001 at 50 percent, in accordance with FMCSA regulations. Because the alcohol testing violation rate has remained below 0.5 percent for 1999, the FMCSA announces that it is maintaining the random alcohol testing rate for calendar year 2001 at 10 percent, in accordance with the provisions of the testing regulations. This lowered rate continues the DOT policy set in 1998 when data supported the same policy decision. This notice continues the existing policy. It is effective until further notice.

FOR FURTHER INFORMATION CONTACT: For enforcement questions: Mr. Kenneth Rodgers, Office of Enforcement and Compliance (MC-ECE), 202-366-4016; for substance questions: Mr. David M. Lehrman, Office of Policy, Plans and Regulations (MC-PRR), 202-366-0994; for statistical questions: Mr. Richard Gruberg, Office of Data Analysis and Information Systems (MC-RIA), 202-366-2959; for legal questions, Mr. Michael Falk, Office of the Chief Counsel (MC-CC), 202-366-1384, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:**Background**

On December 23, 1993 (58 FR 68220), the FHWA (the predecessor agency to the FMCSA) announced it would require motor carriers subject to 49 CFR part 391, later replaced by part 382, to implement and maintain specific controlled substance testing data, and submit an appropriate annual report when requested. All motor carriers must maintain this information. The FHWA randomly selected a sample of motor carriers annually and asked those selected to submit their data.

On February 15, 1994 (59 FR 7484), the FHWA promulgated new controlled substances and alcohol testing rules in 49 CFR part 382. These rules combined the controlled substances annual report with a similar alcohol rule "violation" annual report. Alcohol rule violations for purposes of the annual report are

alcohol concentrations of 0.04 or greater and refusals to submit to alcohol testing.

On March 13, 1995, the FHWA amended the rules to reduce the information collection burden on all respondents, including small entities (60 FR 13369).

The current rule at § 382.403, formerly at 49 CFR 391.87(h), is essential for the accomplishment of the following four goals:

1. Collection of controlled substances and alcohol testing statistical data.
2. Using the data to analyze the FMCSA's current approach to deterring and detecting illegal controlled substances use and alcohol misuse in the motor carrier industry.
3. Determining each calendar year's random selection rates for alcohol and controlled substances testing under the rule.
4. Providing for a more efficient and effective regulatory program.

In 1995, the FHWA requested a sample of motor carriers to report data collected in 1994. The FHWA determined the random positive controlled substances usage rate for commercial motor vehicle (CMV) drivers subject to 49 CFR part 391, subpart H, for the period of January 1, 1994, through December 31, 1994, was 2.6 percent. Based on data collected in subsequent years, this rate was determined to be 2.8 percent in 1995 and 2.2 percent in 1996.

Estimates of positive usage rates for alcohol were first produced for calendar year 1995. The alcohol testing "violation" rate was 0.14 percent in 1995, and 0.18 percent in 1996.

The criteria for raising or lowering the random testing rates are established by regulation. Under 49 CFR § 382.305(d)(1), when the minimum annual percentage rate for random alcohol testing is 25 percent or more, the FMCSA Administrator may lower the rate to 10 percent of all driver positions if the Administrator determines that the data received under the reporting requirements of § 382.403 for two consecutive years indicate that the violation rate is less than 0.5 percent.

Based upon this authority, and because the violation rate was below 0.5 percent for two consecutive years, the FHWA announced it was lowering the random alcohol testing rate for calendar year 1998 to 10 percent. The random controlled substances testing rate remained 50 percent. On January 14, 1998 (63 FR 2172) the agency published this policy in a notice including an extensive appendix C explaining the methodology used to estimate the

controlled substances positive and alcohol violation rates.

The controlled substances usage rate based on 1998 survey data was 1.5 percent. The alcohol violation rate for 1998 was 0.4 percent.

This notice announces the results of data collected for the 1999 FMCSA Drug and Alcohol Surveys. These surveys, conducted annually, measure the percentage of CDL drivers testing positive for controlled substances (as defined in 49 CFR § 40.21) and/or alcohol, based on both random and nonrandom testing. The survey data are collected from a random sample of motor carrier annual drug and alcohol testing summaries. Because the positive rate from random controlled substances testing has remained above 1.0 percent during this period, the FMCSA is maintaining the random controlled substances testing rate for calendar year 2001 at 50 percent, in accordance with 49 CFR § 382.305(g). The FMCSA is also maintaining the random alcohol testing rate for calendar year 2001 at 10 percent, in accordance with 49 CFR 382.305(d)(1).

Issued on: June 11, 2001.

Stephen E. Barber,

Acting Deputy Administrator.

[FR Doc. 01-15332 Filed 6-15-01; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration****Inspection, Repair, and Maintenance; Periodic Inspection of Commercial Motor Vehicles**

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Acceptance of State of Ohio bus inspection programs and republication of accepted State programs.

SUMMARY: The FMCSA announces it accepts the State of Ohio's periodic inspection program for buses. The FMCSA previously accepted Ohio's inspection program for church buses and added it to the list of programs that are comparable to, or as effective as, the Federal periodic inspection requirements contained in the Federal Motor Carrier Safety Regulations (FMCSRs). The state has since expanded its program and now requires that all buses undergo an annual inspection by the Ohio State Patrol. This notice also publishes the list of all inspection programs that meet the FMCSR requirement.