

are not rank ordered and all carry equal weight in the proposal evaluation:

1. *Quality of the program idea:* Proposals should exhibit originality, substance, precision, and relevance to the Bureau's mission.
2. *Program planning:* Detailed agenda and relevant work plan should demonstrate substantive undertakings and logistical capacity. Agenda and plan should adhere to the program overview and guidelines described above.
3. *Ability to achieve program objectives:* Objectives should be reasonable, feasible, and flexible. Proposals should clearly demonstrate how the institution will meet the program's objectives and plan.
4. *Multiplier effect/impact:* Proposed programs should strengthen long-term mutual understanding, including maximum sharing of information and establishment of long-term institutional and individual linkages.
5. *Support of Diversity:* Proposals should demonstrate substantive support of the Bureau's policy on diversity. Achievable and relevant features should be cited in both program administration (selection of participants, program venue and program evaluation) and program content (orientation and wrap-up sessions, program meetings, resource materials and follow-up activities).
6. *Institutional Capacity:* Proposed personnel and institutional resources should be adequate and appropriate to achieve the program or project's goals.
7. *Institution's Record/Ability:* Proposals should demonstrate an institutional record of successful exchange programs, including responsible fiscal management and full compliance with all reporting requirements for past Bureau grants as determined by Bureau Grant Staff. The Bureau will consider the past performance of prior recipients and the demonstrated potential of new applicants.
8. *Institutional Network:* Proposals should include proof of an existing network with U.S. academic and international exchange community or demonstrated potential to develop such a network.
9. *Project Evaluation:* Proposals should include a plan to evaluate the activity's success, both as the activities unfold and at the end of the program. A draft survey questionnaire or other technique plus description of a methodology to use to link outcomes to original project objectives is recommended. Successful applicants will be expected to submit intermediate reports after each project component is concluded or quarterly, whichever is less frequent.

10. *Cost-effectiveness:* The overhead and administrative components of the proposal, including salaries and honoraria, should be kept as low as possible. All other items should be necessary and appropriate.

11. *Cost-sharing:* Proposals should maximize cost-sharing through other private sector support as well as institutional direct funding contributions.

Authority

Overall grant making authority for this program is contained in Public Law 102-138, the "Foreign Relations Authorization Act, Fiscal Years 1992 and 1993." The purpose of the legislation is to establish "a program of scholarships for Israeli-Arabs to attend institutions of higher education in the United States." The funding authority for the program above is provided through legislation.

Notice

The terms and conditions published in this RFGP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFGP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements.

Notification

Final awards cannot be made until funds have been appropriated by Congress, allocated and committed through internal Bureau procedures.

Dated: June 13, 2001.

Helena Kane Finn,

Acting Assistant Secretary for Educational and Cultural, Affairs, U.S. Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare an Environmental Impact Statement and Hold Scoping Meetings for San Diego International Airport—Lindbergh Field, San Diego, CA

AGENCY: Federal Aviation Administration DOT.

ACTION: Notice to hold one (1) public scoping meeting and one (1) Governmental/Public Agency scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for development recommended by the Master Plan for San Diego International Airport-Lindbergh Field, San Diego, California. To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, AICP, Environmental Protection Specialist, AWP-611.2, Planning Section, Airports Division, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Los Angeles, California 90009-2007, Telephone: 310/725-3615. Comments on the scope of the EIS should be submitted to the address above and must be received no later than 5 p.m. Pacific Daylight Time, Friday, August 10, 2001.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) will prepare an Environmental Impact Statement for future development recommended by the Master Plan for San Diego International Airport-Lindbergh Field (Lindbergh Field). The need to prepare an Environmental Impact Statement (EIS) is based on the procedures described in FAA Order 5050.4A, Airport Environmental Handbook. Lindbergh Field is a commercial service airport located within a standard metropolitan statistical area and the proposed development that will require FAA approval of the Airport Layout Plan; the area around the airport contains non-compatible land uses in terms of aircraft noise; and the proposed development is likely to be controversial.

The Port of San Diego has decided to prepare an independent Draft Environmental Impact Report (EIR) for the proposed development, pursuant to the California Environmental Quality Act of 1970 (CEQA). FAA anticipates that the Port of San Diego will publish their Draft EIR during the summer of 2001. The Lead Agency for the preparation of the EIS is the Federal Aviation Administration. The following master planning development alternatives and the No Action Alternative are proposed to be evaluated in the EIS as described below:

Alternative One*Construct New North Terminal and Cargo Area*

- Construct new 10-gate North Terminal (approximately 255,000 square feet).
- Construct North Terminal Aircraft Parking Apron and two connector taxiways from new North Terminal Apron to Taxiway C.
- Relocate existing utilities included large-diameter sewer. Install utilities including underground hydrant fueling at gates.
- Possible construction of fuel tender station (for gas/diesel/and possibly compressed natural gas (CNG) fueling of GSE.
- Relocate north service road. Construct airport access road improvements.
- Construct new cargo facility and cargo apron to accommodate eight aircraft with aircraft pushing back directly onto Taxiway C.
- Construct short-term and long-term automobile parking spaces.

Alternative Two*South Terminal Expansion & Cargo Area*

- Construct 9-gate expansion (approximately 120,000 square feet) on the west side of Terminal 2 West.
- Expand aircraft parking apron to serve new gates and 7 Remain Over Night positions.
- Demolition of existing Naval Training Center facilities including excavation of approximate 57,000 square yard former landfill to an average depth of 8 feet.
- Construct 2,900-space parking garage south of Terminal 2 West on existing surface parking lot.
- Construct access road improvements.
- Construct air cargo facility.

Alternative Three*No Action Alternative*

This alternative does not include any projects that would increase the number of gates at the terminal, automobile parking capacity or the airport's air cargo capacity.

Comments and suggestions are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than 5 p.m. Pacific Daylight Time, Friday, August 10, 2001.

Public Scoping Meeting

The FAA will hold one (1) public and one (1) governmental agency scoping meeting to solicit input from the public and various Federal, State and local agencies having jurisdiction by law or having specific expertise with respect to any environmental impacts associated with the proposed projects. The public scoping meeting will be held on Wednesday, July 25, 2001 at the Port of San Diego Embarcadero Planning Center, 585 Harbor Lane, San Diego, California 92101. The meeting will be held from 2:30 p.m. to 6 p.m. Pacific Daylight Time (PDT). A scoping meeting will be held specifically for governmental and public agencies on Thursday, July 26, 2001, from 9 a.m. to 12 Noon (PDT) in the same location as the public scoping meeting.

Issued in Hawthorne, California on Friday, June 15, 2001.

Ellsworth L. Chan,

Acting Manager, Airports Division, Western-Pacific Region, AWP-600.

[FR Doc. 01-15608 Filed 6-20-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

Notice of Intent To Rule on Application (01-02-C-00-SHR) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at the Sheridan County Airport, Submitted by the County of Sheridan, Sheridan, WY

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 Sheridan County Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before July 23, 2001.

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

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Norman L. Feck, Airport Manager, at the following address: Sheridan County

Airport, 908 W. Brundage Lane, Sheridan, Wyoming 82801.

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

FOR FURTHER INFORMATION CONTACT: Mr. Chris Schaffer, (303) 342-1258; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 68th Avenue, Suite 224; Denver, CO 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 (01-02-C-00-SHR) to impose and to use PFC revenue at the Sheridan County Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 15, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Sheridan, Wyoming, 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 22, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: December 1, 2001.

Proposed charge expiration date: March 1, 2005.

Total requested for use approval: \$186,427.00.

Brief description of proposed projects: Installation of Edge Drains for Runway 14/32 and Taxiway B, Terminal Building ADA Improvements, Design of Runway Rehabilitation and Deicing Containment Facility, Construction of Deicing Containment Facility, and Runway 5/23 Rehabilitation.

Class or classes of air carriers, which the public agency has requested not be required to collect PFC's: None.

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 315, Renton, WA 98055-4056.

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