

44709, 45303, and 80111. The airmen medical certification program is implemented by Title 14, CFR parts 61 and 67. Using four forms to collect information the FAA determines if applicants are medically qualified to perform the duties associated with the class of airman medical certificate sought. The applicants are persons desiring medical certificates. The estimated total burden hours are 900,000 hours annually.

2. 2120-0593, Commuter Operations and General Certification and Operations Requirements. This request for clearance reflects requirements necessary under 14 CFR parts 135, 121 and 125 to comply with part 119. The FAA will use the information it collects and reviews to insure compliance and adherence to regulations and if necessary take enforcement action on violator of the regulations. The current estimated burden is 8,803 hours annually.

3. 2120-0656, Airport Security, part 107. 14 CFR part 107, Airport Security, implements the provisions of the Public Law 103-272 and the Aviation Security Improvement Act that relate to security of persons and property at airports operating in commercial air transportation. Airport security programs are needed to ensure protection of persons and property in air transportation against acts of criminal violence to ensure passenger screening procedures are effective and that information is available to comply with Congressional reporting requirements. The affected public is an estimated 465 Regulated Airport Operators. The current estimated annual burden is 512,426 hours annually.

Issued in Washington, DC on July 12, 2001.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 01-17962 Filed 7-17-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Iron County, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation corridor in Iron County, Utah.

FOR FURTHER INFORMATION CONTACT:

Gregory Punske, P.E., Project Development Engineer, FHWA, Utah Division, 2520 West 4700 South, Suite 9A, Salt Lake City, UT 84118-1847, Telephone: (801) 963-0182.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Utah Department of Transportation (UDOT) and Iron County will prepare an Environmental Impact Statement (EIS) for a proposed transportation corridor in Iron County between the North Kanarrville Interchange (Exit 51) at I-15 (southern terminus) and State Route (SR) 56 (northern terminus) a distance of approximately 9.7 km (6 miles).

The proposed transportation corridor is considered necessary to reduce out-of-direction travel; to improve accessibility for residents, commercial vehicles, and emergency service providers to this area of Iron County; and provide a transportation network to support planned growth and economic development in Iron County and Cedar City for the next 20 years.

Alternatives under consideration include a no-build and five build alternatives. All build alternatives consist of a new four-lane roadway on new alignment and extend northward from I-15 to SR-56. The difference between the build alternatives is where they connect to SR 56.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public meeting will be held in Cedar City in August 2001. In addition, a public hearing will be held. Public Notice will be given of the time and place of the meeting and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: July 12, 2001.

William R. Gedris,

Structural/Environmental Engineer.

[FR Doc. 01-17913 Filed 7-17-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Scioto County, OH

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Scioto County, Ohio.

FOR FURTHER INFORMATION, CONTACT:

Andreas Garnes, Rural Programs Engineer, Federal Highway Administration, 200 N. High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6856.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation, will prepare an Environmental Impact Statement (EIS) for a proposal to improve transportation in the United States Route 23 and United State Route 52 (US 23/US 52) corridor by locating a freeway route from the vicinity of Lucasville being the northern terminus to the vicinity of Sciotoville being the southern terminus via the preferred alternative study area identified in the Feasibility Study Report dated April 2001. A transportation investment is considered necessary to improve the regional transportation network by providing an improved travel corridor; to reduce anticipated congestion on US 23/US 52 from projected traffic volumes; to improve safety; and to support existing industry and future development through improved access to southern Ohio. Alternatives under consideration include: (1) Taking no action; (2) building a modern five-lane rural arterial utilizing existing roadways within the Airport Bypass Study Area as defined in the September 2000 Feasibility Study Report; and (3) constructing a roadway on a new alignment bypassing the City of Portsmouth within the Airport Bypass Study Area.

US 23/US 52 through the study area contain physical limitations that contribute to several transportation problems. These problems include high traffic volumes and the diversion of through traffic to local roadways. These

inadequacies lead to safety problems, reduced levels of service, and transportation inefficiencies.

The proposed improvement of US 23/US 52 would meet the intent of the Appalachian Regional Commission, as well as the goals of Access Ohio, of improving mobility along this macro corridor in order to encourage economic development. The US 23/US 52 corridor is part of Appalachian Corridor B and a larger roadway network connecting Columbus, Ohio to Asheville, North Carolina. With US 23 upgrades either completed or under construction south of Ohio, the only gaps remaining in this route will be in Ohio. Substantial transportation improvements in the study area could close an important "missing link" in the overall corridor.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A series of public meetings will be held in the project area. These are currently anticipated for Summer of 2002 and Winter of 2003. In addition, a hearing will be held in conjunction with the Draft EIS in late 2003. Public notice will be given of the exact time and place of the meetings and hearing to be held for the project. The Draft EIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues relating to this proposed action are addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be sent to the FHWA at the address provided above. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 9, 2001.

Andreas Garnes,

Rural Programs Engineer, Federal Highway Administration, Columbus, Ohio

[FR Doc. 01-17886 Filed 7-17-01; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD-2001-10138]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel BANANA WIND.

SUMMARY: As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before August 17, 2001.

ADDRESSES: Comments should refer to docket number MARAD-2001-10138. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build

requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested. Name of vessel: BANANA WIND. Owner: Greg D. Smith.

(2) Size, capacity and tonnage of vessel. According to the applicant: "51-foot; 52,000 lb.; pursuant to 46 USC 14502; maximum 12 passengers"

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "Private day and evening sailing charters-Great Lakes; specifically Lake Erie, Detroit River, Lake St. Clair-St. Clair River, and Lake Huron (throughout the months of May through September), inland waterways and intercoastal from Lake Erie to Florida, and Tampa Bay south to Miami, Florida, including the Keys (throughout the months of October through May).

(4) Date and Place of construction and (if applicable) rebuilding. Date of construction: 1979. Place of construction: Taiwan, Republic of China.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "This waiver will have no impact on other commercial passenger vessels. Sailing charters in the Great Lakes area are few and far between. It is felt there will be little to no impact in any area as this will be a single boat in operation by myself."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "This waiver will have no impact on U.S. shipyards"

Dated: July 13, 2001.