

requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 12, 2002.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date:

November 1, 2002.

Proposed charge expiration date: May 1, 2004.

Total requested for use approval: \$290,000.00.

Brief description of proposed project:

Purchase Land Leased from Washington State University; Purchase New Snowplow; Rehabilitate Terminal Apron; Rehabilitate Runway 5/23; Taxiway Edge Lighting.

Class or classes of air carriers that the public agency has requested not be required to collect PFC's: Air taxi/commercial operators who conduct operations in air commerce carrying persons for compensation or hire.

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 Pullman-Moscow Regional Airport.

Issued in Renton, Washington, on August 12, 2002.

David A. Field,

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

[FR Doc. 02-22752 Filed 9-5-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (02-04-C-00-PUW) To Impose and Use, the Revenue From a Passenger Facility Charge (PFC) at Pullman-Moscow Regional Airport, Submitted by the Pullman-Moscow Regional Airport, Pullman, WA

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 Pullman-Moscow Regional 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 October 7, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robb Parish, Airport Manager, at the following address: 3200 Airport Complex North, PO Box 249, Pullman, WA 99163-0249.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Pullman-Moscow Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425) 227-2654, Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056. 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 02-04-C-00-PUW to impose and use PFC revenue at Pullman-Moscow Regional Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 12, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by Moscow-Pullman Regional Airport Name, Pullman, Washington 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 November 12, 2002.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: May 1, 2004.

Proposed charge expiration date: January 1, 2005.

Total requested for use approval: \$89,900.00.

Brief description of proposed project: Purchase Kopf LLC property (for RPZ); Snow Removal Equipment Building Expansion; Security Upgrades; Airfield Friction Meter Device.

Class or classes of air carriers that the public agency has requested not be required to collect PFC's: Air Taxi/ Commercial Operators who conduct operations in air commerce carrying persons for compensation for hire.

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 Pullman-Moscow Regional Airport.

Issued in Renton, Washington, on August 12, 2002.

David A. Field,

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

[FR Doc. 02-22753 Filed 9-5-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Lincoln County, Oregon

AGENCY: Federal Highway Administration (FHWA); Department of Transportation

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 highway improvement in Lincoln County, Oregon. The proposed project is near the rural unincorporated community of Beverly Beach. The Oregon Department of Transportation (ODOT) and FHWA will be analyzing alternatives to constructing a modified or replacement crossing of US 101 over Spencer Creek.

FOR FURTHER INFORMATION CONTACT: Anthony Boesen, Region 2 Liaison Engineer, Federal Highway Administration, Equitable Center, Suite 100, 530 Center Street NE, Salem, Oregon 97301, Telephone (503) 399-5749.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with ODOT and the U.S. Army Corps of Engineers (COE), will conduct technical studies, prepare a Draft EIS (DEIS), and conduct a public open house to receive comments regarding the proposed

action in accordance with the National Environmental Policy Act (NEPA).

The proposed project is necessary to maintain US 101 as a functional state lifeline highway route. The proposed project will involve a replacement bridge crossing of Spencer Creek on US 101 and construction of stable approaches to the bridge. The original Spencer Creek bridge, built in 1947 and located about six miles north of Newport, Oregon has deteriorated to the point that it has been determined unsafe and closed to traffic. A temporary bridge was constructed in 1999 immediately shoreward of the old bridge and has a design service life of five to eight years. Consequently, the existing Spencer Creek Bridge across the stream must be replaced. The sea cliffs and embankments that support the US 101 approaches to the old and temporary bridges are adjacent to the beach and are unstable. They have been substantially damaged from erosion caused by waves attacking the sea cliff. Landslides have also damaged the existing highway, and may pose hazards further inland. Consequently, any long term solution to the bridge problem will also need to involve stabilization of roadway approaches to any bridge crossing Spencer Creek in order to maintain the state lifeline highway route.

Possible Build Alternatives that will be considered as the proposed project develops will involve two basic concepts. The first concept would generally follow the existing alignment of US 101. The second concept would realign the highway inland and away from the beach. Depending on the location of the highway under either concept, shoreline stabilization may be required. As required by NEPA, a No-Build Alternative will be considered to provide an understanding about what will happen if nothing is done to solve the problem. The DEIS will address the No-Build Alternative and one or more Build Alternatives.

While the FHWA will be the lead agency for preparing the EIS, the COE will be a cooperating agency. Under section 103 of the 1962 River and Harbor Act, the COE has approved funding for planning, engineering and environmental investigations for shoreline stabilization options that would protect US 101 highway facilities along the beach. The COE is expected to consider as part of the proposed action some or all of the following design options—off shore breakwater, terracing the sea cliff, sea cliff toe armoring, and beach nourishment. Pursuant to the NEPA, the COE's analysis of the proposed action will be incorporated into the EIS.

Public workshops, meetings, and a public open house will be held as needed to identify an adequate range of reasonable alternatives, review alternatives, and aid in selection of an alternative. Appropriate notice to interested parties will be provided for all public gatherings regarding the proposed.

The EIS process will combine COE, and FHWA/ODOT work into one series of environmental documents (*e.g.*, technical reports, DEIS, and Final EIS). In conjunction with the FHWA's Record of Decision for the Final EIS, the COE will make a determination regarding the proposed action impacts as required by NEPA for inclusion into their Record of Decision.

To ensure that the full range of issues related to the proposed action are addressed and potentially significant and insignificant 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: August 28, 2002.

Elton Chang,

Environmental Engineer, Oregon Division.

[FR Doc. 02-22678 Filed 9-5-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Pipeline Safety: Required Notification of National Response Center

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: The Office of Pipeline Safety (OPS) is issuing this advisory to owners and operators of gas distribution, gas transmission, and hazardous liquid pipeline systems, and liquefied natural gas (LNG) facilities. Owners and operators should ensure that telephonic reports of incidents to the National Response Center (NRC) are both prompt and accurate and fully communicate the estimated extent of the damages. Additional reports should be made if there is a significant change in an estimate of the size of the gas or liquid

release, the extent of the damage, or the number of deaths or injuries.

OPS is issuing this advisory bulletin to ensure that the National Transportation Safety Board (NTSB) and the OPS are notified (via the NRC) when the information provided in the initial telephonic report significantly changes due to new information available soon after the initial report.

FOR FURTHER INFORMATION CONTACT: Roger Little, (202) 366-4569; or by e-mail, roger.little@rspa.dot.gov. This document can be viewed at the OPS home page at <http://ops.dot.gov>.

SUPPLEMENTARY INFORMATION:

I. Background

The pipeline safety regulations require gas pipeline, hazardous liquid pipeline, and LNG facility operators to make a telephonic report of a pipeline incident to the NRC in Washington, DC at the earliest practicable opportunity. For the purposes of this document, the term incident will refer to either an incident, an accident, a leak or a spill (the term differs in the regulations depending on whether the release involves gas, hazardous liquid or LNG). The information required to be reported includes the name of the operator, the name and telephone number of the person making the report, the location of the incident, the number of fatalities and injuries, and all other relevant significant facts. (49 CFR 191.5, 193.2011, and 195.52.)

Because an operator is required to make a telephonic report at the earliest practicable moment following discovery, an operator normally provides the first telephonic notification one to two hours after it discovers an incident on its pipeline. Additional information on the nature, cause, and extent of the damage usually becomes available as emergency response proceeds. If this additional information leads to a significant change (greater or lesser) in the estimated amount of product released, the estimated number of fatalities and injuries, the extent of environmental damage, or the extent of property damage, the operator should make an additional telephonic report to the NRC. OPS considers a significant change to include any of the following:

1. An increase or decrease in the number of previously reported injuries or fatalities;

2. A revised estimate of the product release amount that is at least 10 times greater than the amount reported; for example, the initial reported amount of product released was 300 barrels and the revised estimated amount is 3,000 barrels;